THE CITY OF SAN DIEGO

DEVELOPMENT SERVICES DEPARTMENT

Date of Notice: July 17, 2013

PUBLIC NOTICE OF A

DRAFT ENVIRONMENTAL IMPACT REPORT

SAP No.: 24002680

The City of San Diego's Development Services Department has prepared a draft Environmental Impact Report (EIR) for the following project and is inviting your comments regarding the adequacy of the document. The draft EIR and associated technical appendices have been placed on the City of San Diego web-site at **http://clerkdoc.sannet.gov/Website/publicnotice/pubnotceqa.html**. **Your comments must be received by September 3, 2013,** to be included in the final document considered by the decision-making authorities. Please send your written comments to the following address**: E. Shearer-Nguyen, Environmental Planner, City of San Diego Development Services Center, 1222 First Avenue, MS 501, San Diego, CA 92101 or e-mail your comments to DSDEAS@sandiego.gov with the Project Name and Number in the subject line.**

General Project Information:

- **Project Name:** KAISER PERMANENTE SAN DIEGO CENTRAL MEDICAL CENTER
- **Project No.** 274240 / **SCH No.** 201271092
- **Community Plan Area:** Kearny Mesa
- **Council District:** 6

Subject: The applicant is requesting a **CONDITIONAL USE PERMIT and PLANNED DEVELOPMENT PERMIT** for the development of the Kaiser Permanente San Diego Medical Center Project ("project"). The project proposes a 7-story, 450-bed hospital and a 180,000-square-foot hospital support building. The project is described as follows:

The proposed project would require demolition of the existing on-site 337,564-square foot building that was formerly used as County of San Diego office space. The project is proposed in two phases. Phase I would include a 565,000-square foot, 7-story general acute and tertiary care hospital building (Hospital), a 75,000-square-foot outpatient hospital support building (HSB), and a 38,981-square-foot central utility plant (Energy Center). The Hospital would include 321 beds, an outdoor service yard, and a 1,359-stall parking structure in addition to 100 surface parking spaces. Phase II (buildout) would include expansion of the Hospital by an additional 7-story, 155,000-square foot building to accommodate 129 beds (for a total of 450 beds), a additional 105,000-square foot HSB, and a 1,134-stall parking structure (for a total of 2,593 parking spaces). The CUP would allow for hospital use within the zone, and a PDP would enable the project to exceed the maximum .50 Floor Area Ratio (FAR) allowed within the community plan (up to 1.00 FAR) and to exceed the allowable retaining wall height (along Claremont Mesa Boulevard). A Site Development Permit (SDP) would allow for development of the site, which contains environmentally sensitive lands along the slopes, on- and off-site, adjacent to Clairemont Mesa Boulevard.

The overall project site encompasses approximately 20 acres and is located at 5201 Ruffin Road, at the southeast corner of Ruffin Road and Clairemont Mesa Boulevard. The land use designation for the project is County Facilities within the community plan. The project site is located within IL-2-1 zone, the Airport Land Use Compatibility Overlay Zone (MCAS Miramar and Montgomery Field), the Airport Influence Area (MCAS Miramar Review Area 2, Montgomery Field Review Area 1 on southwestern corner of property, Montgomery Field Review Area 2), the FAA Part 77 Noticing Area, the Montgomery Field Overflight Notification Area, Montgomery Field Safety Zone 6, and the Kearny Mesa Community Plan area. (LEGAL DESCRIPTION: Lot 1 of Map No. 4674 (APN 369-121-14). The site is not included on any Government Code Listing of hazardous waste sites.

Applicant: Kaiser Permanente

Recommended Finding: The draft EIR concludes that the project would result in significant environmental impacts to the following areas**: TRANSPORTATION/TRAFFIC CIRCULATION, NOISE, GREENHOUSE GAS EMISSIONS,** and **AIR QUALITY.**

Availability in Alternative Format: To request this Notice, the draft EIR, and/or supporting documents in alternative format, call the Development Services Department at 619-446-5460 or (800) 735-2929 (TEXT TELEPHONE).

Additional Information: For environmental review information, contact E. Shearer-Nguyen at (619) 446-5369. The draft EIR and supporting documents may be reviewed, or purchased for the cost of reproduction, at the Fifth floor of the Development Services Center. If you are interested in obtaining additional copies of either the Compact Disk (CD), a hard-copy of the draft EIR, or the separately bound technical appendices, they can be purchased for an additional cost. **For information regarding public meetings/hearings on this project, contact Jeff A. Peterson at (619) 446-5237.** This notice was published in the SAN DIEGO DAILY TRANSCRIPT and distributed on July 17, 2013.

Cathy Winterrowd
Assistant Deputy Director
Development Services Department

City of San Diego
Development Services

Land Development
Review Division
(619) 446-5460

ENVIRONMENTAL IMPACT REPORT

Project No. 274240
SCH No. 2012071092

SUBJECT: **CONDITIONAL USE PERMIT, SITE DEVELOPMENT PERMIT and PLANNED DEVELOPMENT PERMIT** for the development of the Kaiser Permanente San Diego Medical Center Project ("project"). The project proposes a 7-story, 450-bed hospital and a 180,000-square-foot hospital support building. The project is described as follows:

The proposed project would require demolition of the existing on-site 337,564-square foot building that was formerly used as County of San Diego office space. The project is proposed in two phases. Phase I would include a 565,000-square foot, 7-story general acute and tertiary care hospital building (Hospital), a 75,000-square-foot outpatient hospital support building (HSB), and a 38,981-square-foot central utility plant (Energy Center). The Hospital would include 321 beds, an outdoor service yard, and a 1,359-stall parking structure in addition to 100 surface parking spaces. Phase II (buildout) would include expansion of the Hospital by an additional 7-story, 155,000-square foot building to accommodate 129 beds (for a total of 450 beds), a additional 105,000-square foot HSB, and a 1,134-stall parking structure (for a total of 2,593 parking spaces). The CUP would allow for hospital use within the zone, and a PDP would enable the project to exceed the maximum .50 Floor Area Ratio (FAR) allowed within the community plan (up to 1.00 FAR) and to exceed the allowable retaining wall height (along Claremont Mesa Boulevard). A Site Development Permit (SDP) would allow for development of the site, which contains environmentally sensitive lands along the slopes, on- and off-site, adjacent to Clairemont Mesa Boulevard.

The overall project site encompasses approximately 20 acres and is located at 5201 Ruffin Road, at the southeast corner of Ruffin Road and Clairemont Mesa Boulevard. The land use designation for the project is County Facilities within the community plan. The project site is located within IL-2-1 zone, the Airport Land Use Compatibility Overlay Zone (MCAS Miramar and Montgomery Field), the Airport Influence Area (MCAS Miramar Review Area 2, Montgomery Field Review Area 1 on southwestern corner of property, Montgomery Field Review Area 2), the FAA Part 77 Noticing Area, the Montgomery Field Overflight Notification Area,

Montgomery Field Safety Zone 6, and the Kearny Mesa Community Plan area. (LEGAL DESCRIPTION: Lot 1 of Map No. 4674 (APN 369-121-14). Applicant: Kaiser Permanente

CONCLUSIONS:

Based on the analysis conducted for the proposed project, the City has prepared the following Environmental Impact Report (EIR) in accordance with the California Environmental Quality Act (CEQA) to inform the public agency decision-makers and the public of the significant environmental effects that could result if the project is approved and implemented, identify possible ways to minimize the significant effects, and describe reasonable alternatives to the project (State CEQA Guidelines Section 15121).

As further described in the attached EIR, the City has determined that the project would result in less than significant impacts or no significant impacts in the following areas: **Energy, Visual Effects and Neighborhood Character, Geologic Conditions, Hydrology/Water Quality, Public Utilities, Public Services and Facilities, Agricultural and Forestry Resources, Historical Resources, Mineral Resources, Population and Housing, and Recreation.**

Mitigation measures are proposed in the EIR to reduce impacts to below a level of significance in the areas of: **Transportation/Traffic Circulation (direct impacts only), Biological Resources, Paleontology, and Health and Safety.**

SIGNIFICANT UNMITIGATED IMPACTS:

The evaluation of environmental issue areas in this EIR concludes that the project would result in significant and unmitigated direct impacts related to **Land Use, Transportation/Traffic Circulation, Noise, and Air Quality**; and significant and unmitigated cumulative impacts related to **Transportation/ Traffic Circulation and Greenhouse Gas (GHG) Emissions.**

MITIGATION, MONITORING AND REPORTING PROGRAM:

A series of mitigation measures are identified in specific issue area discussions in Section 5.0 *Environmental Analysis*, of the EIR to reduce environmental impacts. The mitigation measures are also fully contained in Section 10.0, *Mitigation Monitoring and Reporting Program*, of the EIR.

RECOMMENDED ALTERNATIVES FOR REDUCING SIGNIFICANT UNMITIGATED IMPACTS:

Based on the requirement that alternatives reduce significant impacts associated with the proposed project, the EIR considers the following Project Alternatives which are further detailed in the *Executive Summary* and Section 9.0 *Alternatives* of the EIR:

1. Reduced Bed Alternative
2. Alternate Layout Alternative No. 1
3. Alternate Layout Alternative No. 2

4. No Project Alternative

Under CEQA Guideline Section 15126.6c(2), if the No Project Alternative is the environmentally superior alternative, the EIR must also identify which of the other alternatives is environmentally superior. The EIR identifies the Reduced Bed Alternative as the environmentally superior alternative as it would slightly reduce transportation/traffic circulation, greenhouse gases, and air quality impacts.

COPIES OF THE EIR:

Copies of the EIR, the Mitigation Monitoring and Reporting Program, and any technical appendices are available in the office of the Entitlements Division for review, or for purchase at the cost of reproduction.

RESULTS OF PUBLIC REVIEW:

( ) No comments were received during the public input period.

( ) Comments were received but did not address the draft Environmental Impact Report finding or the accuracy/completeness of the Initial Study. No response is necessary. The letters are attached.

( ) Comments addressing the findings of the draft Environmental Impact Report and/or accuracy or completeness of the Initial Study were received during the public input period. The letters and responses follow.

Cathy Winterrowd
Assistant Deputy Director

July 17, 2013
Date of Draft Report

Date of Final Report

Analyst: E. Shearer-Nguyen

DISTRIBUTION OF DRAFT ENVIRONMENTAL IMPACT REPORT:

The following individuals, organizations, and agencies received a copy or notice of the EIR and were invited to comment on its accuracy and sufficiency:

FEDERAL GOVERNMENT
Federal Aviation Administration (1)
Commanding General, Community Plans & Liaisons, MCAS Miramar Air Station (13)
U.S. Fish and Wildlife (23)

STATE OF CALIFORNIA
Caltrans District 11 (31)
California Department of Fish and Wildlife (32)
California Department of Toxic Substance Control (39)
San Diego County Regional Airport Authority (42)
California Regional Water Quality Control Board, Region 9 (44)
State Clearinghouse [15 Copies – CD/Executive Summaries] (46A)
California Department of Transportation (51)
California Transportation Commission (51A)
California Transportation Commission (51)
Native American Heritage Commission (56)
California Highway Patrol (58)

COUNTY OF SAN DIEGO
Leann Williams, Environmental Health (74)
Department of Environmental Health (75)

CITY OF SAN DIEGO
Mayor's Office (91)
Council President Pro Tem Lightner, District 1 (MS10A)
Councilmember Faulconer District 2 (MS10A)
Council President Gloria, District 3 (MS10A)
Councilmember Cole, District 4 (MS10A)
Councilmember Kersey, District 5 (MS10A)
Councilmember Zapf, District 6 (MS10A)
Councilmember Sherman, District 7 (MS10A)
Councilmember Alvarez, District 8 (MS10A)
Councilmember Emerald, District 9 (MS10A)
Development Services Department
- EAS
- Planning Review
- Landscape
- Transportation

Fire Plans Officer
Engineering Review
Geology
Park & Recreation
Plan Facilities Financing
Plan Historic
Plan Long-Range Planning
DPM
T. Tomlinson, Facilities Financing (93B)
Transportation Development - DSD (78)
Development Coordination (78A)
Fire and Life Safety Services (79)
Library Department - Government Documents (81)
Central Library (81A)
Serra Mesa Branch Library (81GG)
Tierrasanta Branch Library (81II)
Environmental Services Department (93A)
Public Utilities Department, George Adriane (MS906)
City Attorney [2 copies] (MS59)

OTHER
San Diego County Regional Airport Authority (110)
San Diego Transit Corporation (112)
San Diego Gas & Electric (114)
Sierra Club (165)
San Diego Natural History Museum (166)
San Diego Audubon Society (167)
San Diego Audubon Society (167A)
California Native Plant Society (170)
Citizens Coordinate for Century 3 (179)
Endangered Habitats League (182)
Endangered Habitats League (182A)
Carmen Lucas (206)
South Coastal Information Center (210)
San Diego Archaeological Center (212)
Save Our Heritage Organisation (214)
Ron Christman (215)
Louie Guassac (215A)
Clint Linton (215B)
San Diego County Archaeological Society (218)
Kumeyaay Cultural Repatriation Committee (225)
Native American Distribution [Notice and Site Plan Only] (225A-R)

Serra Mesa Planning Group (263A)
Mary Johnson (263B)
Serra Mesa Community Council (264)
Kearny Mesa Community Planning Group (265)
Tim Splinter Tierra Santa Community Council (462)
Murphy Canyon Community Council (463)
Tierrasanta Community Council (464)
Sara Isgar, County of San Diego, 5560 Overland Avenue, San Diego, CA 92123
Kaiser Permanente, Applicant

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KAISER PERMANENTE SAN DIEGO CENTRAL MEDICAL CENTER PROJECT

DRAFT ENVIRONMENTAL IMPACT REPORT

City PTS No. 274240

SCH. No. 2012071092

Lead Agency:

The City of San Diego
Development Services Department
Land Development Review Division
1222 First Avenue
San Diego, CA 92101

July 2013

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ACRONYMS AND ABBREVIATIONS

AB	Assembly Bill
ACOE	U.S. Army Corps of Engineers
ADD	Assistant Deputy Director
ADT	average daily traffic
AIA	Airport Influence Area
ALUCP	Airport Land Use Compatibility Plan
amsl	above mean sea level
APCD	air pollution control district
AQMD	air quality management district
ATCM	Airborne Toxic Control Measure
BACT	Best Available Control Technology
BI	Building Inspector
BMPs	best management practices
BRT	Bus Rapid Transit
BTU	British thermal units
C&D	construction and demolition
CAA	Clean Air Act
CAAQS	California Ambient Air Quality Standards
CAFE	Corporate Average Fuel Economy
CalEEMod	California Emissions Estimator Model
CalEPA	California Environmental Protection Agency
CAPCOA	California Air Pollution Control Officers Association
CARB	California Air Resources Board
CCAA	California Clean Air Act
CCAR	California Climate Action Registry
CDFG	California Department of Fish and Game
CEC	California Energy Commission
CEQA	California Environmental Quality Act
CHP	cold water pumps and heat and power
CM	Construction Manager
CMP	Congestion Management Program
CNEL	Community Noise Equivalent Level
CNNDB	California Natural Diversity Database
CNPS	California Native Plant Society
CPUC	California Public Utilities Commission
CSS	coastal sage scrub
CSVR	Consultant Site Visit Record
CUP	Conditional Use Permit

ACRONYMS AND ABBREVIATIONS (CONTINUED)

CWA	Clean Water Act
D&T	diagnostic and treatment
dB	decibel
dCCS	disturbed coastal sage scrub
DEH	Department of Environmental Health
DEV	urban/developed land
DH	disturbed habitat
DOT	U.S. Department of Transportation
DPLU	Department of Planning and Land Use
DPW	Department of Public Works
DTSC	Department of Toxic Substances Control
DU	dwelling unit
ED	emergency department
EIR	Environmental Impact Report
EISA	Energy Independence and Security Act
EPA	Environmental Protection Agency
FAA	Federal Aviation Administration
FAR	Floor Area Ratio
FBA	facility benefit assessment
FESA	Federal Endangered Species Act
FHWA	Federal Highway Administration
GHG	greenhouse gas
GIS	geographic information system
gpd	gallons per day
gpm	gallons per minute
GWP	global warming potential
HAP	hazardous air pollutant
HCP	Habitat Conservation Plan
HFC	hydrofluorocarbon
HOV	high occupancy vehicle
hp	horsepower
HSB	hospital support building
HWPS	high-pressure water-jet propulsion system
ICLEI	International Council for Local Environmental Initiatives
ITP	Incidental Take Permit
kW	kilowatt
kWh	kilowatt hour
LCFS	Low Carbon Fuel Standard

ACRONYMS AND ABBREVIATIONS (CONTINUED)

LEED	Leadership in Energy and Environmental Design
LOS	level of service
MCAS	Marine Corps Air Station
MHCP	Multiple Habitat Conservation Program
MHPA	Multi-Habitat Planning Area
MM	mitigation measures
MMBTU	million British thermal units
MMC	Mitigation Monitoring Coordinator
MMT	million metric tons
MOB	medical office building
MOE	measure of effectiveness
mpg	miles per gallon
MPO	metropolitan planning organization
MSCP	Multiple Species Conservation Program
MTDB	Metropolitan Transit Development Board
MTS	Metropolitan Transit System
NAAQS	National Ambient Air Quality Standards
NHTSA	National Highway Traffic Safety Administration
NOP	Notice of Preparation
NOx	oxides of nitrogen
NPDES	National Pollutant Discharge Elimination System
OHWM	ordinary high water mark
OPR	Office of Planning and Research
ORN	ornamental plantings
PDP	Planned Development Permit
PFC	perfluorocarbon
PI	Principal Investigator
PM	particulate matter
PM2.5	particulate matter less than 10 microns
PM10	particulate matter less than 2.5 microns
PME	Paleontological Monitoring Exhibit
ppm	parts per million
PRP	Paleontological Recovery Program
psig	pounds per square inch gauge/gage
RAQS	Regional Air Quality Strategy
RE	Resident Engineer
RFS	Renewable Fuel Standard
ROG (ROGs)	reactive organic gas (reactive organic gases)

ACRONYMS AND ABBREVIATIONS (CONTINUED)

ROW	right-of-way
RPS	Renewable Portfolio Standard
RWQCB	Regional Water Quality Control Board
SANDAG	San Diego Association of Governments
SB	Senate Bill
SDAB	San Diego Air Basin
SDAPCD	San Diego Air Pollution Control District
SDG&E	San Diego Gas & Electric
SDP	Site Development Permit
SIP	State Implementation Plan
SOV	single occupant vehicle
SOx	sulfur oxides
SR	State Route
SWPPP	stormwater pollution prevention plan
SWRCB	State Water Resources Control Board
SWSM	Storm Water Standards Manual
SZA	Select Zone Analysis
TAC	toxic air contaminant
TAZ	Traffic Analysis Zone
T-BACT	Toxics-Best Available Control Technology
TDM	Transportation Demand Management/Traffic Demand Management
TMA	Traffic Management Association
URBEMIS	land use and air emissions model
USFWS	U.S. Fish and Wildlife Service
V/C	volume-to-capacity ratio
VOC (VOCs)	volatile organic compound (volatile organic compounds)
vph	vehicles per hour
WMP	Waste Management Plan

EXECUTIVE SUMMARY

ES-1 INTRODUCTION

This Environmental Impact Report (EIR) has been prepared by the City of San Diego (City) as lead agency pursuant to the California Environmental Quality Act (CEQA) Public Resources Code 21000 et seq., and the State CEQA Guidelines (California Code of Regulations, Section 15000 et seq.). This EIR has been prepared to evaluate the environmental effects of the proposed Kaiser Permanente San Diego Central Medical Center (the "project").

The Kaiser Permanente project site is approximately 20 acres of graded and developed land, centrally located in the City of San Diego (City), within the Kearny Mesa Community Planning Area. The project site is bordered by Clairemont Mesa Boulevard to the north, Ruffin Court to the south, Ruffin Road to the west, and Polinsky Children's Center to the east. The site is occupied by the County of San Diego Annex government office building, which includes one 337,564-square-foot building and surface parking. The building was the location for the County of San Diego government office building from 1980 to September 2012. The building is estimated to have been constructed in 1960 and was occupied by General Dynamic prior to the County of San Diego's use.

The project would require discretionary approvals including a Conditional Use Permit (CUP), a Planned Development Permit (PDP), and a Site Development Permit (SDP). A CUP would allow for hospital use within the Light–Industrial IL-2-1 zone, and a PDP would enable the project to exceed the maximum .50 Floor Area Ratio (FAR) allowed within the Kearny Mesa Community Plan (up to 1.00 FAR) and two retaining walls along Clairemont Mesa Boulevard that would exceed the maximum allowable height of 9 feet. A SDP would allow for development of the site, which contains environmentally sensitive lands along the slopes, on- and off-site, adjacent to Clairemont Mesa Boulevard.

The City would use this EIR and supporting documentation in its decision to approve the required discretionary permits, as described previously. The San Diego RWQCB would use the EIR and supporting documentation in its decision to issue water quality permits in accordance with the Porter-Cologne Water Quality Control Act. Permits may include a NPDES General Construction Activity Stormwater Permit, as well as Authorities to Construct and Permits to Operate from the San Diego APCD for boilers, thermal fluid heaters, and emergency generators in the Energy Center.

ES-2 PROJECT BACKGROUND AND DESCRIPTION

The proposed project buildout would include a total of 938,981 square feet of hospital campus uses. The project would require demolition of the existing 337,564-square foot building. The project is proposed in two phases, as illustrated in Figure-1, Building Summary. Phase I would include a 565,000-square foot, 7-story general acute and tertiary care hospital building

(Hospital), a 75,000-square-foot outpatient hospital support building (HSB), and a 38,981-square-foot central utility plant (Energy Center). The Hospital would include 321 beds, an outdoor service yard, and a 1,359-stall parking structure in addition to 100 surface parking spaces. Phase II (buildout) would include expansion of the Hospital by an additional 7-story, 155,000-square foot building to accommodate 129 beds (for a total of 450 beds), a new 105,000-square foot HSB, and an additional 1,134 parking spaces that would be added to the parking structure built as part of Phase I (for a total of 2,593 parking spaces).

Additional detailed project description information, including descriptions of the proposed new structures, access and roadway improvements, off-site road improvements, retaining walls, landscaping and anticipated construction schedule is provided in *Chapter 3.0* of this EIR.

ES-3 IMPACTS DETERMINED TO BE SIGNIFICANT

Table ES-1 provides a summary of significant impacts of the proposed project pursuant to the CEQA Guidelines Section 15123(b)(1). Direct impacts associated with transportation/traffic circulation, noise, and air quality impacts were identified as being significant and unavoidable. Cumulative impacts associated with transportation/traffic circulation and greenhouse gas (GHG) emissions were identified as being significant and unavoidable.

ES-4 EFFECTS NOT FOUND TO BE SIGNIFICANT

Several environmental topics were not found to be significant with mitigation incorporated as described in this EIR, including: biological resources, health and safety, paleontological resources and transportation/traffic circulation (direct impacts). The remaining topics discussed were found to be less than significant without mitigation and include land use, energy, visual effects and neighborhood character, geologic conditions, hydrology/water quality, public utilities, public services and facilities, agricultural and forestry resources, historical resources, mineral resources, population and housing, and recreation.

Table ES-1
Summary of Significant Environmental Impacts

Impact	Mitigation Measures	Level of Significance After Mitigation
	Land Use	
The project would result in a physical impact on the environment due to a deviation in maximum FAR for the site, which would result in indirect significant impacts relative to traffic, noise, greenhouse gas emissions, and air quality. (Refer to *Sections 5.2, 5.3, 5.4, and 5.5*, respectively.)	Refer to the mitigation measures described below for impacts related to traffic, air quality, greenhouse gas emissions and noise.	As described below, impacts related to traffic, air quality, greenhouse gas emissions and noise would be remain significant and unavoidable. Therefore, indirect land use impacts would also be considered significant and unavoidable.
	Transportation/Traffic Circulation	
The project would result in significant direct impacts to two intersections. (*Refer to* intersections and roadway segments in the study area, *Section 5.2.11.*) Under the Year 2035 Plus Full Project Buildout scenario, four intersections, two freeway segments, and one ramp meter would have significant cumulative impacts.	Mitigation Measures TRA-1 and TRA-2 are required for the impacted locations for the Near-Term Plus Full Project Buildout scenario: TRA-1 Clairemont Mesa Boulevard/Ruffin Road (Impact D-1) (100% contribution) — The improvement required to mitigate this impact is an eastbound right-turn lane on Clairemont Mesa Boulevard, which the applicant shall provide prior to issuance of the first occupancy permit for Phase II to the satisfaction of the City Engineer. Figure M-1 in Appendix M graphically depicts the potential improvement. (Refer to Appendix M of the Traffic Impact Analysis for conceptual plans. The Traffic Impact Analysis is attached as Appendix C of this EIR.) The median would be relocated 3 feet to the north and the eastbound lanes would be reconfigured to provide a bike lane and an eastbound right-turn lane. This would require the acquisition of approximately 10 feet by 190 feet of additional right-of-way (ROW) from the existing retail center at the	Implementation of Mitigation Measures TRA-1 through TRA-6 would partially mitigate the project's direct and cumulative impacts to intersections. However, impacts would remain significant and unavoidable as described below. Since the mitigation for impacts to the Clairemont Mesa Boulevard/Ruffin Road intersection requires acquisition of a 10-foot by 190-foot ROW, without confirmation that the ROW can be acquired, this impact is considered significant and unavoidable.

Table ES-1
Summary of Significant Environmental Impacts

Impact	Mitigation Measures	Level of Significance After Mitigation
	southwest corner of the intersection. Acquisition of 10 feet of ROW would result in reducing the existing building 28-foot setback from the curb line to 18 feet, and may be difficult to achieve in a timely manner. This impact is considered significant and unavoidable.	
	TRA-2 Balboa Avenue/Ruffin Road (Impact D-2) (100% contribution) — Prior to issuance of the first occupancy permit for Phase II, the applicant shall modify signal and provide SB to WB right-turn overlap phasing at the Balboa Avenue / Ruffin Road intersection, to the satisfaction of the City Engineer. (U-turns are not currently permitted and therefore, providing SB right-turn overlap phasing will not impact any U-turning traffic).	With implementation of Mitigation Measure TRA-2, impacts at the intersection of Balboa Avenue/Ruffin Road would be considered less than significant.
	The following mitigation measures are required for the impacted locations with cumulative impacts at the full project buildout scenario:	
	TRA-1 Clairemont Mesa Boulevard/Ruffin Road (Impact C-1) (100% contribution) — Mitigation Measure TRA-1 described above may also mitigate this cumulative impact. Since implementation of TRA-1 is contingent upon acquisition of a ROW to widen the roadway, this impact is considered significant and unavoidable.	Since the mitigation for impacts to the Clairemont Mesa Boulevard/Ruffin Road intersection requires acquisition of a 10-foot by 190-foot ROW, without confirmation that the ROW can be acquired, this cumulative impact is considered significant and unavoidable.
	TRA-2 Balboa Avenue/Ruffin Road (Impact C-3) (100% contribution) –Mitigation Measure TRA-2 described above will also mitigate this cumulative impact.	With implementation of Mitigation Measure TRA-2, impacts at the intersection of Balboa Avenue/Ruffin Road would be considered less than significant.

Table ES-1
Summary of Significant Environmental Impacts

Impact	Mitigation Measures	Level of Significance After Mitigation
	TRA-3 Clairemont Mesa Boulevard/Murphy Canyon Road (Impact C-2) (100% contribution) –Prior to issuance of the first occupancy permit for Phase I, the applicant shall widen Clairemont Mesa Boulevard to provide a third through lane on Clairemont Mesa Boulevard between Ruffin road and Murphy Canyon Road, satisfactory to the City Engineer. This lane will become a shared through / right-turn lane at Murphy Canyon Road, therefore providing additional capacity at the intersection. (See conceptual drawing M-2 in Appendix M of the Traffic Impact Analysis for a conceptual plan. The Traffic Impact Analysis is attached as Appendix C of this EIR.)	With implementation of Mitigation Measure TRA-3, cumulative impacts at the intersection of Clairemont Mesa Boulevard/Murphy Canyon Road would be considered less than significant.
	TRA-4 Viewridge Avenue/Balboa Avenue (Impact C-4) (100% contribution) –Prior to issuance of the first occupancy permit for Phase II, the applicant shall restripe the southbound approach of the Balboa Avenue / Viewridge Avenue intersection to provide a second southbound left-turn lane and provide appropriate signal modifications to accommodate the second southbound left turn lane, satisfactory to the City Engineer (see conceptual drawing M-3 in Appendix M of the Traffic Impact Analysis for a conceptual plan. The Traffic Impact Analysis is attached as Appendix C of this EIR). The above improvements will result in the elimination of parking for a distance of 160 feet along the east curb of View Ridge Avenue, north of Balboa Avenue. This is a reduction of approximately 7 parking spaces.	With implementation of Mitigation Measure TRA-4, cumulative impacts at the intersection of Viewridge Avenue/Balboa Avenue would be considered less than significant.
The project would contribute to cumulatively significant impacts to two sections of I-15. Specifically the project would contribute 8% of the traffic trips resulting in a significant cumulative impact along I-15 between Clairemont Mesa Boulevard and Balboa Avenue, and would contribute 10% of the trips resulting in a significant cumulative impact along I-15 between Balboa Avenue and Aero Drive.		Since there is no currently programmed and funded improvement plan for the impacted segments of I-15 (Clairemont Mesa Boulevard to Balboa Avenue, and Balboa Avenue to Aero Drive), the two identified freeway segment impacts are not considered mitigated and the impact would be significant and unavoidable.

Table ES-1
Summary of Significant Environmental Impacts

Impact	Mitigation Measures	Level of Significance After Mitigation
Project generated traffic trips would cause an increase in delay at the Clairemont Mesa Boulevard / SB I-15 On-Ramp, resulting in a delay of 26 minutes, which is considered to be a direct significant impact.		The Clairemont Mesa Boulevard to SB I-15 On-Ramp currently has one HOV lane and 2 SOV lanes and is built to its ultimate configuration; therefore, no feasible mitigation is available. Impacts would remain significant and unavoidable.
Noise		
Construction noise would exceed City thresholds at on and off-site sensitive receptors. Operational mechanical noise associated with the cooling tower located at the central energy plant and mechanical equipment at the utility yards could result in significant noise impacts. Outdoor mechanical equipment noise levels that exceed 65 dB CNEL at outdoor use areas on the property, 45 dB CNEL within hospital patient rooms, and 50 dB CNEL within hospital offices would result in a significant noise impact for this project. Interior noise levels could exceed the City's interior noise criteria by up to 5 dB interior CNEL at the Acute Care North building location on the 6th floor, in which impacts would be potentially significant.	The following mitigation measure shall be incorporated to reduce the on-site exterior and interior noise impacts associated with both daytime and nighttime construction activities: NOI-1: To mitigate the on-site exterior and interior noise impacts associated with both daytime and nighttime construction activities, the following features shall be incorporated into the project during construction, to the satisfaction of the City: • All construction equipment, fixed or mobile, shall be equipped with properly operating and maintained mufflers. • Construction noise reduction methods such as shutting off idling equipment, maximizing the distance between construction equipment staging areas and occupied sensitive receptor areas, and use of electric air compressors and similar power tools, rather than diesel equipment, shall be used where feasible. • Implement noise attenuation measures, which may include, but are not limited to, temporary noise barriers or noise blankets around stationary construction noise sources. • During construction, stationary construction equipment shall be placed such that emitted noise is directed away from or shielded from sensitive receptors. • During construction, stockpiling and vehicle staging areas shall be located as far as practical from noise sensitive receptors. • Construction hours, allowable workdays, and the phone number of the job superintendent shall be clearly posted at all construction entrances to allow surrounding property owners and residents to contact the job superintendent if necessary. In the event the City receives a complaint, appropriate corrective actions shall be implemented and a report of the action provided to the reporting party.	Mitigation measure NOI-1 would reduce on-site noise impacts from both daytime and nighttime construction activities. However, since this is a phased project and it is uncertain exactly where construction activities may occur relative to on-site sensitive receptors, the degree to which proposed mitigation actually reduces on-site exterior and interior noise levels cannot be accurately determined. Therefore, the on-site construction noise impacts (both exterior and interior) are considered significant and unavoidable.

Table ES-1
Summary of Significant Environmental Impacts

Impact	Mitigation Measures	Level of Significance After Mitigation
	The following mitigation measures shall be incorporated to reduce the on-site interior noise impacts associated with traffic noise along Clairemont Mesa Boulevard. NOI-2: To mitigate interior noise impacts within hospital patient rooms and medical offices, the proposed project would be required to incorporate sound-rated windows having a minimum STC 38 sound-rating, and acoustical tile ceilings for the hospital rooms and staff offices along the western hospital building façade. An interior noise study shall be required prior to submittal of final building plans to ensure the interior CNEL would not exceed 45 dB in hospital patient rooms, and 50 dB within hospital offices. NOI-3: To mitigate the on-site interior noise impacts at the Acute Care Center North building area due to traffic along Clairemont Mesa Boulevard, an interior noise study shall be required to ensure that the interior CNEL would not exceed 45 dB. The interior acoustical analysis shall be required prior to issuance of building permits. Mitigation measure NOI-3 would reduce on-site interior noise impacts through implementation of an interior noise study to ensure interior noise levels for portions of the Acute Care buildings facing Clairemont Mesa Boulevard would be reduced to below 45 dB CNEL.	Following implementation of Mitigation Measures NOI-2 and NOI-3, impacts would be reduced to less than significant.
Greenhouse Gas Emissions		
Though the project would result in a reduction of greenhouse gas emissions by 17.5% when compared to business-as-usual, the project would not achieve the 28.3% reduction standard. Cumulative impacts would therefore be significant.	While the project would achieve LEED Gold certification, and would incorporate project design features, listed in *Table 3-3* of *Chapter 3.0, Project Description,* which would reduce impacts, residual impacts would remain significant because GHG reductions resulting from these project design features cannot be quantified at this time.	Residual impacts related to greenhouse gas emissions would be cumulatively significant and unavoidable.
Air Quality		
The project would be consistent with the existing General Plan designation, but would be considered a more intense land use than that of the existing County of San Diego government building. Therefore, because the increase in land use intensity and associated	Mitigation measures AQ-1, AQ-2, and AQ-3 would reduce emissions associated with PM_{10} and NO_x. AQ-1:To ensure construction of the project would not result in a significant impact relative to fugitive dust (PM_{10}), the following requirements shall be implemented by the applicant's contractor during all construction phases, and incorporated in the contractor's grading plans subject to review by the City of San Diego Development Services Department:	No mitigation is available to reduce air quality plan conflicts due to the nature of the proposed land use; therefore, impacts would remain significant and unavoidable.

Table ES-1
Summary of Significant Environmental Impacts

Impact	Mitigation Measures	Level of Significance After Mitigation
increase in vehicle trips has not been anticipated in local air quality plans, impacts would be significant. NO_x emissions associated with project construction would exceed the City's emission thresholds, thus violating the air quality standards set forth. Impacts would therefore be significant. During project operation, fugitive dust emissions would be significant and unavoidable.	• All active construction areas, unpaved access roads, parking areas, and staging areas shall be watered at least three times per day and/or stabilized with nontoxic soil stabilizers as needed to control fugitive dust. • Exposed stockpiles (e.g. dirt, sand, etc.) shall be covered and/or watered or stabilized with nontoxic soil binders as needed to control emissions. • Traffic speeds on unpaved roads shall be limited to 15 miles per hour. AQ-2: Prior to approval of any grading permits, the following requirements shall be placed on all grading plans, and shall be implemented by the applicant's contractor during grading of each phase of the project to minimize NO_x emissions: • Minimize simultaneous operation of multiple construction equipment units. During construction, vehicles in loading and unloading queues shall turn their engines off when not in use to reduce vehicle emissions. • All construction equipment shall be properly tuned and maintained in accordance with manufacturer's specifications. • All diesel-fueled on-road construction vehicles shall meet the emission standards applicable to the most current year to the greatest extent possible. To achieve this standard, new vehicles shall be used, or older vehicles shall use post-combustion controls that reduce pollutant emissions to the greatest extent feasible. • The effectiveness of the latest diesel emission controls is highly dependent on the sulfur content of the fuel. Therefore, diesel fuel used by on- and off-road construction equipment shall be low sulfur (less than 15 ppm) or other alternative, low-polluting diesel fuel formulation. AQ-3: To ensure contribution to ozone formation during emergency generator testing is minimized, if a triennial 4-hour emergency generator testing is conducted by the applicant or its contractors, the testing period shall occur only between November and April. This testing schedule shall be identified specifically in the application for Authority to Construct submitted to the San Diego Air Pollution Control District. A copy of the Authority to Construct issued by the San Diego Air Pollution Control District shall be submitted to the City of San Diego Development Services Department.	Mitigation measures AQ-1, AQ-2, and AQ-3 would reduce emissions associated with PM_{10} and NO_x. No additional feasible mitigation is available to reduce anticipated vehicle trips and stationary source emissions during project operations; therefore NO_x emissions would remain significant and unavoidable. Mitigation Measure AQ-1 would ensure impacts related to fugitive dust during construction would remain less than significant. No feasible mitigation is available to reduce PM_{10} emissions to a less than significant level during operation. Impacts would be significant and unavoidable.

Table ES-1
Summary of Significant Environmental Impacts

Impact	Mitigation Measures	Level of Significance After Mitigation
	Biological Resources	
Development of the project and off-site traffic improvements would result in direct impacts to sensitive upland habitats (i.e., MSCP Subarea Plan Tier I through Tier III), which are considered significant and require mitigation. The project would directly permanently impact approximately 0.4 acre of coastal sage scrub habitat (Tier II). There are no other potentially significant impacts to biological resources associated with development of the project.	The following mitigation measure shall be implemented to reduce potential impacts to the California horned lark to below a level of significance: BIO-1 Prior to Notice to Proceed (NTP) for any construction permits, including but not limited to, the first Grading Permit, Demolition Plans/Permits and Building Plans/Permits, the owner/permittee shall contribute to the City of San Diego Habitat Acquisition Fund (HAF) to mitigate for the loss of 0.4 acre of coastal sage scrub habitat. This fee is based on mitigation ratios, per the City of San Diego Biology Guidelines, of 1:1 for coastal sage scrub (of which impacts occurred outside the MHPA, yet mitigation would be required inside the MHPA). Therefore, the resulting total mitigation required for direct project impacts for a total of 0.4 acres equivalent contribution to the City's Habitat Acquisition Fund (HAF) plus a ten percent (10%) administrative fee.	The implementation of mitigation measure BIO-1 would mitigate impacts to sensitive biological resources to a less than significant level.
	Paleontology	
Implementation of the project could have a potentially significant impact on possible paleontological resources on the site during construction.	PALEO-1 The following shall be implemented for construction phases that would exceed City thresholds: I. Prior to Permit Issuance A. Entitlement Division Plan Check 1. Prior to issuance of any construction permits, including but not limited to, the first Grading Permit, Demolition Plans/Permits and Building Plans/Permits or a Notice to Proceed for Subdivisions, but prior to the first preconstruction meeting, whichever is applicable, the Assistant Deputy Director (ADD) Environmental designee shall verify that the requirements for Paleontological Monitoring have been noted on the appropriate construction documents. B. Letters of Qualification have been submitted to ADD 1. The applicant shall submit a letter of verification to Mitigation Monitoring Coordination (MMC) identifying the Principal Investigator (PI) for the project and the names of all persons involved in the paleontological monitoring program, as defined in the City of San Diego Paleontology Guidelines. 2. MMC will provide a letter to the applicant confirming the qualifications	With implementation of Mitigation Measure PALEO-1, impacts would be less than significant.

Table ES-1
Summary of Significant Environmental Impacts

Impact	Mitigation Measures	Level of Significance After Mitigation
	of the PI and all persons involved in the paleontological monitoring of the project. 3. Prior to the start of work, the applicant shall obtain approval from MMC for any personnel changes associated with the monitoring program. II. Prior to Start of Construction A. Verification of Records Search 1. The PI shall provide verification to MMC that a site-specific records search has been completed. Verification includes, but is not limited to a copy of a confirmation letter from San Diego Natural History Museum, other institution or, if the search was in-house, a letter of verification from the PI stating that the search was completed. 2. The letter shall introduce and pertinent information concerning expectations and probabilities of discovery during trenching and/or grading activities. B. PI Shall Attend Precon Meetings 1. Prior to beginning any work that requires monitoring, the Applicant shall arrange a Precon Meeting that shall include the PI, Construction Manager (CM) and/or Grading Contractor, Resident Engineer (RE), Building Inspector (BI), if appropriate, and MMC. The qualified paleontologist shall attend any grading/excavation related Precon Meetings to make comments and/or suggestions concerning the Paleontological monitoring program with the Construction Manager and/or Grading Contractor. a. If the PI is unable to attend the Precon Meeting, the Applicant shall schedule a focused Precon Meeting with MMC, the PI, RE, CM, or BI, if appropriate, prior to the start of any work that requires monitoring. 2. Identify Areas to be Monitored Prior to the start of any work that requires monitoring, the PI shall submit a Paleontological Monitoring Exhibit (PME) based on the appropriate construction documents (reduced to 11 inches by 17 inches) to MMC identifying the areas to be monitored including the delineation of grading/excavation limits. The PME shall be based on	

Table ES-1
Summary of Significant Environmental Impacts

Impact	Mitigation Measures	Level of Significance After Mitigation
	the results of a site specific records search as well as information regarding existing known soil conditions (native or formation). 3. When Monitoring Will Occur a. Prior to the start of any work, the PI shall also submit a construction schedule to MMC through the RE indicating when and where monitoring will occur. b. The PI may submit a detailed letter to MMC prior to the start of work or during construction requesting a modification to the monitoring program. This request shall be based on relevant information such as review of final construction documents which indicate conditions such as depth of excavation and/or site graded to bedrock, presence or absence of fossil resources, etc., which may reduce or increase the potential for resources to be present. III. During Construction A. Monitor Shall be Present During Grading/Excavation/Trenching 1. The monitor shall be present full-time during grading/excavation/trenching activities as identified on the PME that could result in impacts to formations with high and moderate resource sensitivity. The Construction Manager is responsible for notifying the RE, PI, and MMC of changes to any construction activities such as in the case of a potential safety concern within the area being monitored. In certain circumstances OSHA safety requirements may necessitate modification of the PME. 2. The PI may submit a detailed letter to MMC during construction requesting a modification to the monitoring program when a field condition such as trenching activities that do not encounter formational soils as previously assumed, and/or when unique/unusual fossils are encountered, which may reduce or increase the potential for resources to be present. 3. The monitor shall document field activity via the Consultant Site Visit Record (CSVR). The CSVRs shall be faxed by the CM to the RE on the first day of monitoring, the last day of monitoring, monthly (Notification of Monitoring Completion), and in the case of ANY discoveries. The RE	

Table ES-1
Summary of Significant Environmental Impacts

Impact	Mitigation Measures	Level of Significance After Mitigation
	shall forward copies to MMC. B. Discovery Notification Process 1. In the event of a discovery, the Paleontological Monitor shall direct the contractor to temporarily divert trenching activities in the area of discovery and immediately notify the RE or BI, as appropriate. 2. The Monitor shall immediately notify the PI (unless Monitor is the PI) of the discovery. 3. The PI shall immediately notify MMC by phone of the discovery, and shall also submit written documentation to MMC within 24 hours by fax or email with photos of the resource in context, if possible. C. Determination of Significance 1. The PI shall evaluate the significance of the resource. a. The PI shall immediately notify MMC by phone to discuss significance determination and shall also submit a letter to MMC indicating whether additional mitigation is required. The determination of significance for fossil discoveries shall be at the discretion of the PI. b. If the resource is significant, the PI shall submit a Paleontological Recovery Program (PRP) and obtain written approval from MMC. Impacts to significant resources must be mitigated before ground disturbing activities in the area of discovery will be allowed to resume. c. If resource is not significant (e.g., small pieces of broken common shell fragments or other scattered common fossils) the PI shall notify the RE, or BI as appropriate, that a non-significant discovery has been made. The Paleontologist shall continue to monitor the area without notification to MMC unless a significant resource is encountered. d. The PI shall submit a letter to MMC indicating that fossil resources will be collected, curated, and documented in the Final Monitoring Report. The letter shall also indicate that no further work is required. IV. Night and/or Weekend Work A. If night and/or weekend work is included in the contract	

Table ES-1
Summary of Significant Environmental Impacts

Impact	Mitigation Measures	Level of Significance After Mitigation
	1. When night and/or weekend work is included in the contract package, the extent and timing shall be presented and discussed at the precon meeting. 2. The following procedures shall be followed. a. No Discoveries In the event that no discoveries were encountered during night and/or weekend work, The PI shall record the information on the CSVR and submit to MMC via fax by 8 a.m. on the next business day. b. Discoveries All discoveries shall be processed and documented using the existing procedures detailed in Sections III – During Construction. c. Potentially Significant Discoveries If the PI determines that a potentially significant discovery has been made, the procedures detailed under Section III – During Construction shall be followed. d. The PI shall immediately contact MMC, or by 8 a.m. on the next business day to report and discuss the findings as indicated in Section III-B, unless other specific arrangements have been made. B. If night work becomes necessary during the course of construction 1. The Construction Manager shall notify the RE, or BI, as appropriate, a minimum of 24 hours before the work is to begin. 2. The RE, or BI, as appropriate, shall notify MMC immediately. C. All other procedures described above shall apply, as appropriate. V. Post Construction A. Preparation and Submittal of Draft Monitoring Report 1. The PI shall submit two copies of the Draft Monitoring Report (even if negative), prepared in accordance with the Paleontological Guidelines which describes the results, analysis, and conclusions of all phases of the Paleontological Monitoring Program (with appropriate graphics) to MMC for review and approval within 90 days following the completion of monitoring. a. For significant paleontological resources encountered during monitoring, the Paleontological Recovery Program shall be	

Table ES-1
Summary of Significant Environmental Impacts

Impact	Mitigation Measures	Level of Significance After Mitigation
	included in the Draft Monitoring Report. b. Recording Sites with the San Diego Natural History Museum The PI shall be responsible for recording (on the appropriate forms) any significant or potentially significant fossil resources encountered during the Paleontological Monitoring Program in accordance with the City's Paleontological Guidelines, and submittal of such forms to the San Diego Natural History Museum with the Final Monitoring Report. 2. MMC shall return the Draft Monitoring Report to the PI for revision or for preparation of the Final Report. 3. The PI shall submit revised Draft Monitoring Report to MMC for approval. 4. MMC shall provide written verification to the PI of the approved report. 5. MMC shall notify the RE or BI, as appropriate, of receipt of all Draft Monitoring Report submittals and approvals. B. Handling of Fossil Remains 1. The PI shall be responsible for ensuring that all fossil remains collected are cleaned and catalogued. 2. The PI shall be responsible for ensuring that all fossil remains are analyzed to identify function and chronology as they relate to the geologic history of the area; that faunal material is identified as to species; and that specialty studies are completed, as appropriate. C. Curation of fossil remains: Deed of Gift and Acceptance Verification 1. The PI shall be responsible for ensuring that all fossil remains associated with the monitoring for this project are permanently curated with an appropriate institution. 2. The PI shall include the Acceptance Verification from the curation institution in the Final Monitoring Report submitted to the RE or BI and MMC. D. Final Monitoring Report(s) 1. The PI shall submit two copies of the Final Monitoring Report to MMC (even if negative), within 90 days after notification from MMC that the draft report has been approved. 2. The RE shall, in no case, issue the Notice of Completion until receiving	

Table ES-1
Summary of Significant Environmental Impacts

Impact	Mitigation Measures	Level of Significance After Mitigation
	a copy of the approved Final Monitoring Report from MMC, which includes the Acceptance Verification from the curation institution. 10-05-2009	
	Health and Safety	
Demolition of the on-site facilities without proper removal of these materials may result in potential health and environmental hazards. The site may include petroleum, metals, and/or solvent-contaminated soils due to the history of the site; during grading and excavation of the site, these contaminants may be encountered and potentially released, causing exposure to hazardous materials. Operation of the proposed hospital at the site would require the necessary use and storage of a variety of hazardous materials on site; thus, there is a risk of potential health and environmental hazards from accidental release of these materials.	To reduce identified significant impacts from the release of hazardous materials to below a level of significance, the following mitigation measures are provided: HS-1 Prior to demolition permit issuance, Kaiser shall provide proof to the City of San Diego that: • The existing 500-gallon diesel AST and associated pipes have been properly removed in compliance with all applicable laws and regulations. • All existing hazardous materials and chemicals including, but not limited to, photo-development fluids, water-treatment chemicals, paints, and solvents stored on site have been removed in accordance with all applicable laws and regulations. • A qualified environmental specialist has inspected the site buildings for the presence of polychlorinated biphenyls, mercury, and other hazardous building materials. If found, these materials shall be managed in accordance with the Metallic Discards Act of 1991 (California Public Resources Code, Sections 42160–42185) and other state and federal guidelines and regulations. Demolition plans and contract specifications shall incorporate any necessary abatement measures in compliance with the Metallic Discards Act, particularly Section 42175, which describes materials requiring special handling, for the removal of mercury switches, polychlorinated biphenyl-containing ballasts, and refrigerants. • Current lead-based paint and asbestos surveys have been conducted by a California Division of Occupational Safety and Health–certified asbestos assessor and San Diego County DEH Services–certified lead-based paint assessor of all facilities proposed for demolition. The surveys shall determine whether any on-site abatement of lead-based paint and/or asbestos-containing materials is necessary. In addition, the survey shall include an abatement work plan prepared in compliance with local, state, and federal regulations for any necessary removal of such materials. The work plan shall include a monitoring plan to be conducted by a qualified consultant during abatement activities to ensure compliance with the work plan requirements and abatement contractor specifications. Demolition plans and contract specifications shall incorporate any	With Implementation of mitigation measure HS-1, impacts from the release of hazardous materials during demolition activities would be less than significant.

Table ES-1
Summary of Significant Environmental Impacts

Impact	Mitigation Measures	Level of Significance After Mitigation
	necessary abatement measures for the removal of materials containing lead-based paint and asbestos to the satisfaction of the City Planning and Building Department. The measures shall be consistent with the abatement work plan prepared for the project and conducted by a licensed lead/asbestos abatement contractor.	
	HS-2 To reduce the risk of accidental release of hazardous materials during construction activities at the site, Kaiser shall prepare and implement during all construction activities a hazardous substance management, handling, storage, disposal, and emergency response plan. A hazardous materials spill kit shall be maintained on site for small spills. Additionally, Kaiser shall monitor all contractors for compliance with applicable regulations, including regulations regarding hazardous materials and hazardous wastes, including disposal. Hazardous materials shall not be disposed of or released on the ground, in the underlying groundwater, or any surface water. Totally enclosed containment shall be provided for all trash. All construction waste, including trash and litter, garbage, other solid waste, petroleum products, and other potentially hazardous materials, shall be removed to a waste facility permitted to treat, store, or dispose of such materials.	With implementation of mitigation measure HS-2, impacts from the accidental release of hazardous materials during construction activities would be less than significant.
	HS-3 Prior to receiving a grading permit, Kaiser shall prepare a Hazardous Materials Contingency Plan (HMCP) and ensure that grading and excavation staff has received training about how to identify suspected contaminated soil and USTs and has been made aware of the hazardous materials contingency plan. In the event that grading, construction, or operation of proposed facilities will encounter evidence of contamination, USTs, or other environmental concerns, the HMCP shall be followed. The HMCP shall (1) specify measures to be taken to protect worker and public health and safety and (2) specify measures to be taken to manage and remediate wastes. Although there is potential for soil contamination elsewhere on the property, the plan should highlight the current and former UST areas as potential areas of soil contamination. The plan shall include the following: • Identification of the known former soil contamination areas • Information on how to identify suspected contaminated soil • Procedures for temporary cessation of construction activity and evaluation of the level of environmental concern • Procedures for limiting access to the contaminated area to properly trained personnel	With implementation of mitigation measure HS-3, the potential impacts from excavation and exposure to contaminated soils on the site would be less than significant.

Table ES-1
Summary of Significant Environmental Impacts

Impact	Mitigation Measures	Level of Significance After Mitigation
	• Procedures for notification and reporting, including internal management and local agencies (fire department, County of San Diego DEH, Air Pollution Control District, etc.), as needed • A worker health and safety plan for excavation of contaminated soil • Procedures for characterizing and managing excavated soils • Procedures for certification of completion of remediation.	
	HS-4 Prior to receiving a certificate of occupancy for the first component of the proposed project, as described in *Section 3.2* of this EIR, Kaiser shall prepare a site-specific Medical Waste Management Plan (MWMP) and the Hazardous Materials Business Plan (HMBP) for the Kaiser Permanente San Diego Central Medical Center to reflect the inventory of hazardous materials and wastes being used at each facility (as required by the County of San Diego Department of Environmental Health, Hazardous Materials Division (County of San Diego 2011; County of San Diego 2012)). After the first MWMP and HMBP is prepared and approved, and prior to receiving a certificate of occupancy for each of the new facilities constructed in later phases as described in *Section 3.2* of this EIR, Kaiser shall update the MWMP and the HMBP for the Kaiser Permanente San Diego Central Medical Center to reflect the additional inventory of hazardous materials and wastes being used at each facility (as required by the County of San Diego Department of Environmental Health, Hazardous Materials Division (County of San Diego 2011; County of San Diego 2012)).	With implementation of mitigation measure HS-4, impacts associated with the accidental handling, storage, disposal, or release of hazardous materials, including hazardous medical waste at the proposed hospital campus once operational, would be less than significant.

ES-5 AREAS OF KNOWN CONTROVERSY

The project's public scoping meeting was held at the County Annex Building, Suite B, located at 5201 Ruffin Road, San Diego, on August 15, 2012. Comments received during the Notice of Preparation public scoping period and meeting were considered during the preparation of this EIR. Comment letters received during the NOP public scoping period expressed concern about traffic, hazardous materials, and Native American concerns. These concerns have been identified as areas of known controversy and are also analyzed in *Chapter 5.0* of this EIR. The NOP, Scoping Letter, and comments are included as *Appendix A* of this EIR.

ES-6 PROJECT ALTERNATIVES

An analysis of alternatives has been provided in this document to provide decision makers with a reasonable range of possible alternatives to be considered. The discussion in this EIR focuses on several alternatives that were brought forward for detailed evaluation Reduced Development Alternative, Reduced Bed Alternative, two Alternate Layout Alternatives, and the No Project Alternative.

A matrix displaying the major characteristics and significant environmental effects of each alternative is provided in *Table ES-2* to summarize the comparison. The matrix also indicates whether the alternative would be feasible in terms of meeting the project objectives as defined in *Chapter 3*.

Table ES-2
Summary of Alternatives' Impacts

Environmental Issue	Project	Reduced Bed Alternative	Alternate Layout Alternative No. 1	Alternate Layout Alternative No. 2	No Project Alternative
Land Use	Significant and unavoidable	Impacts avoided	Greater impacts	Greater impacts	Impacts avoided
Transportation/Traffic Circulation	Direct impacts may be significant and unavoidable with incorporation of mitigation measures. Cumulative impacts would be significant and unavoidable	Impacts slightly reduced, and direct impacts would remain significant and unavoidable with incorporation of mitigation measures, cumulative impacts would remain significant and unavoidable	Similar impacts	Similar impacts	Impacts avoided
Noise	Significant and unavoidable	Similar Impacts	Traffic noise impacts to on-site receptors would be avoided.	Traffic noise impacts to on-site receptors would be avoided.	Impacts avoided

Table ES-2
Summary of Alternatives' Impacts

Environmental Issue	Project	Reduced Bed Alternative	Alternate Layout Alternative No. 1	Alternate Layout Alternative No. 2	No Project Alternative
			Temporary construction related noise impacts would remain significant and unavoidable	Temporary construction related noise impacts would remain significant and unavoidable.	
Greenhouse Gas Emissions	Significant and unavoidable	Impacts slightly reduced, but remain significant and unavoidable	Similar Impacts	Similar Impacts	Impacts avoided
Air Quality	Significant and unavoidable	Impacts would be reduced, but remain significant and unavoidable.	Similar Impacts	Similar Impacts	Impacts avoided
Paleontological Resources	Less than significant with incorporation of mitigation measures	Similar impacts	Similar impacts	Similar Impacts	Impacts avoided
Biological Resources	Less than significant with incorporation of mitigation measures	Similar impacts	Similar impacts	Similar Impacts	Impacts avoided
Health and Safety	Less than significant with incorporation of mitigation measures	Similar impacts	Similar impacts	Similar Impacts	Impacts avoided
Meets Most of the Basic Project Objectives?	Yes	No	Yes	Yes	No

Environmentally Superior Alternative

CEQA requires that an environmentally superior alternative, other than the No Project Alternative, be identified in an EIR. As shown in *Table ES-2*, the project alternatives would reduce or avoid impacts to several impact areas but would not meet most of the project objectives.

Per Section 15126.6(e)(2) of the CEQA Guidelines, an environmentally superior alternative must be identified (other than the no project alternative). CEQA also requires that the environmentally superior alternative be selected from the range of reasonable alternatives that could feasibly attain the basic objectives of the project.

As discussed in *Section 9.3.3* and summarized in *Table ES-2*, impacts resulting from implementation of the project would not occur under the No Project Alternative. Under this alternative, however, none of the project objectives would be met. CEQA Guidelines, Section 15126.6 (e)(2), states that "if the environmentally superior alternative is the no project alternative, the EIR shall also identify an environmentally superior alternative among the other alternatives."

Under the Reduced Bed Alternative, the project would result in reduced impacts to transportation/traffic circulation, greenhouse gases, and air quality. Both Alternate Layout Alternatives would avoid the proposed project's significant traffic noise impacts.

Overall, the two Alternate Layout Alternatives would avoid a significant noise impact resulting from the proposed project while resulting in greater land use compatibility effects. The Reduced Bed Alternative would slightly reduce transportation/traffic circulation, greenhouse gases, and air quality impacts. While the Reduced Bed Alternative would not meet most of the project objectives, it would achieve the greatest reduction in environmental impacts, and thus would be the environmentally superior alternative.

CHAPTER 1.0 INTRODUCTION

This environmental impact report (EIR) evaluates the potential short-term and long-term, direct and indirect, and cumulative environmental impacts of the Kaiser Permanente San Diego Central Medical Center project (project). The project involves demolition of the existing 337,564-square foot building and development of 938,981 square feet of hospital campus uses, as well as associated parking facilities and landscaping. The location of the project site is depicted in *Figure 1-1, Regional Map*, and *Figure 1-2, Vicinity Map*.

The City of San Diego (City) is the lead agency in preparing this EIR in accordance with the California Environmental Quality Act (CEQA) of 1970 (California Public Resources Code, Section 21000 et seq.) and CEQA Guidelines (14 CCR 15000 et seq.). The project applicant Kaiser Foundation Hospitals, a California nonprofit public benefit corporation (Kaiser), has submitted application for discretionary approval consisting of a Conditional Use Permit (CUP), Planned Development Permit (PDP), and Site Development Permit (SDP).

The overall project site is approximately 20 acres and is located at 5201 Ruffin Road in the Kearny Mesa Community Plan area of the City of San Diego. The site was formerly occupied by the County of San Diego government office building, which included one 337,564-square-foot building and surface parking. The project site fronts Clairemont Mesa Boulevard and is bounded by Ruffin Court, Ruffin Road, and the Polinsky Children's Center (see *Figure 1-3, Aerial Photograph*, for details).

EIRs are informational documents "which will inform public agency decision makers and the public generally of the significant environmental effect of a project, identify possible ways to minimize the significant effects, and describe reasonable alternatives to the project" (14 CCR 15121). The purpose of this EIR is to evaluate the environmental effects of the project.

This EIR is intended for use by both decision makers and the public. It provides relevant information concerning the potential environmental effects associated with the construction and operation of the project.

1.1 CEQA REQUIREMENTS

1.1.1 CEQA COMPLIANCE

CEQA (California Public Resources Code, Section 21000 et seq.) requires the preparation of an EIR for any project that a lead agency determines may have a significant impact on the environment. According to Section 21002.1(a) of the CEQA statutes, "The purpose of an environmental impact report is to identify the significant effects on the environment of a project, to identify alternatives to the project, and to indicate the manner in which those significant

effects can be mitigated or avoided." CEQA also establishes mechanisms whereby the public and decision makers can be informed about the nature of the project being proposed, and the extent and types of impacts that the project and its alternatives would have on the environment if they were to be implemented. This EIR has been prepared to comply with all criteria, standards, and procedures of the State CEQA Guidelines (14 CCR 15000 et seq.).

This EIR has also been prepared pursuant to the City Significance Determination Thresholds (City of San Diego 2011a). This document has been prepared as a project EIR pursuant to Section 15161 of the CEQA Guidelines, and it represents the independent judgment of the City as lead agency.

1.1.2 NOTICE OF PREPARATION AND SCOPING MEETING

The scope of analysis for the EIR was determined by the City in a scoping letter dated July 27, 2012, as well as a result of public responses to the Scoping Letter and Notice of Preparation (NOP). In compliance with Section 15082 of the CEQA Guidelines, the City Development Services Department circulated the NOP and Scoping Letter, dated July 27, 2012, to interested agencies, groups, and individuals. The 30-day public scoping period ended August 26, 2012. In addition, a public scoping meeting was held on August 15, 2012, at the County Annex Building, Suite B, located at 5201 Ruffin Road to gather additional public input. Comments received during the NOP public scoping period and meeting were considered during the preparation of this EIR. The NOP, Scoping Letter, and comments are included as *Appendix A* of this EIR. Based on the scope of analysis for this EIR, the following issues were determined to be potentially significant and are therefore addressed in *Chapter 5.0*, *Environmental Analysis*, of this document:

- Land Use
- Transportation, Circulation, and Parking
- Air Quality
- Greenhouse Gas Emissions
- Noise
- Paleontological Resources
- Biological Resources
- Energy
- Health and Safety
- Geologic Conditions
- Hydrology/Water Quality
- Public Utilities
- Public Services and Facilities
- Visual Effects and Neighborhood Character.

In addition, comment letters received during the NOP public scoping period expressed concern about traffic, hazardous materials, and Native American concerns. These concerns have been identified as areas of known controversy and are also analyzed in *Chapter 5.0* of this EIR.

Additional CEQA-mandated environmental topics, such as agricultural and forestry resources, biological resources, historic resources, mineral resources, population and housing, and recreation, were not found to be significant based on the scoping results. These issues are addressed in *Chapter 7.0, Effects Found Not to be Significant*, of the EIR.

1.2 PURPOSE AND USES OF THIS EIR

This project EIR evaluates the potentially significant environmental effects that would result with implementation of the project.

The purpose of an EIR is to disclose the significant environmental effects of the project, alternatives to the project, and possible ways to reduce or avoid potential environmental damage (14 CCR 15002). This EIR would be made available for review by members of the public and public agencies for 45 days to provide comments "on the sufficiency of the document in identifying and analyzing the possible impacts on the environment and ways in which the significant effects of the project might be avoided or mitigated" (14 CCR 15204). The EIR would be available for review at the following locations:

City of San Diego, Development Services Department
1222 First Avenue, Fifth Floor
San Diego, California 92101-4153

Serra Mesa–Kearny Mesa Branch Library
9005 Aero Drive
San Diego, California 92123

San Diego Central Library
820 E Street
San Diego, California 92101

In addition, the draft EIR and associated technical appendices will be placed on the City of San Diego web-site at **http://clerkdoc.sannet.gov/Website/publicnotice/pubnotceqa.html.**

The Notice of Availability of the EIR will be mailed as required by the CEQA Guidelines and the City.

As the designated lead agency, the City has assumed responsibility for preparing this document. The decision to approve the project is within the purview of the City Council (Process 5). When deciding whether to approve the project, the City will use the information included in this EIR to consider potential impacts on the physical environment associated with the project.

The City will consider written comments received on the EIR in making its decision to certify the EIR as complete and in compliance with CEQA, and also whether to approve or deny the project. In the final review, environmental considerations and economic and social factors will be weighed to determine the most appropriate course of action. Subsequent to certification of the EIR, agencies with permitting authority over all or portions of the proposed project would use the EIR as the basis for their evaluation of environmental effects of the project and approval or denial of applicable permits.

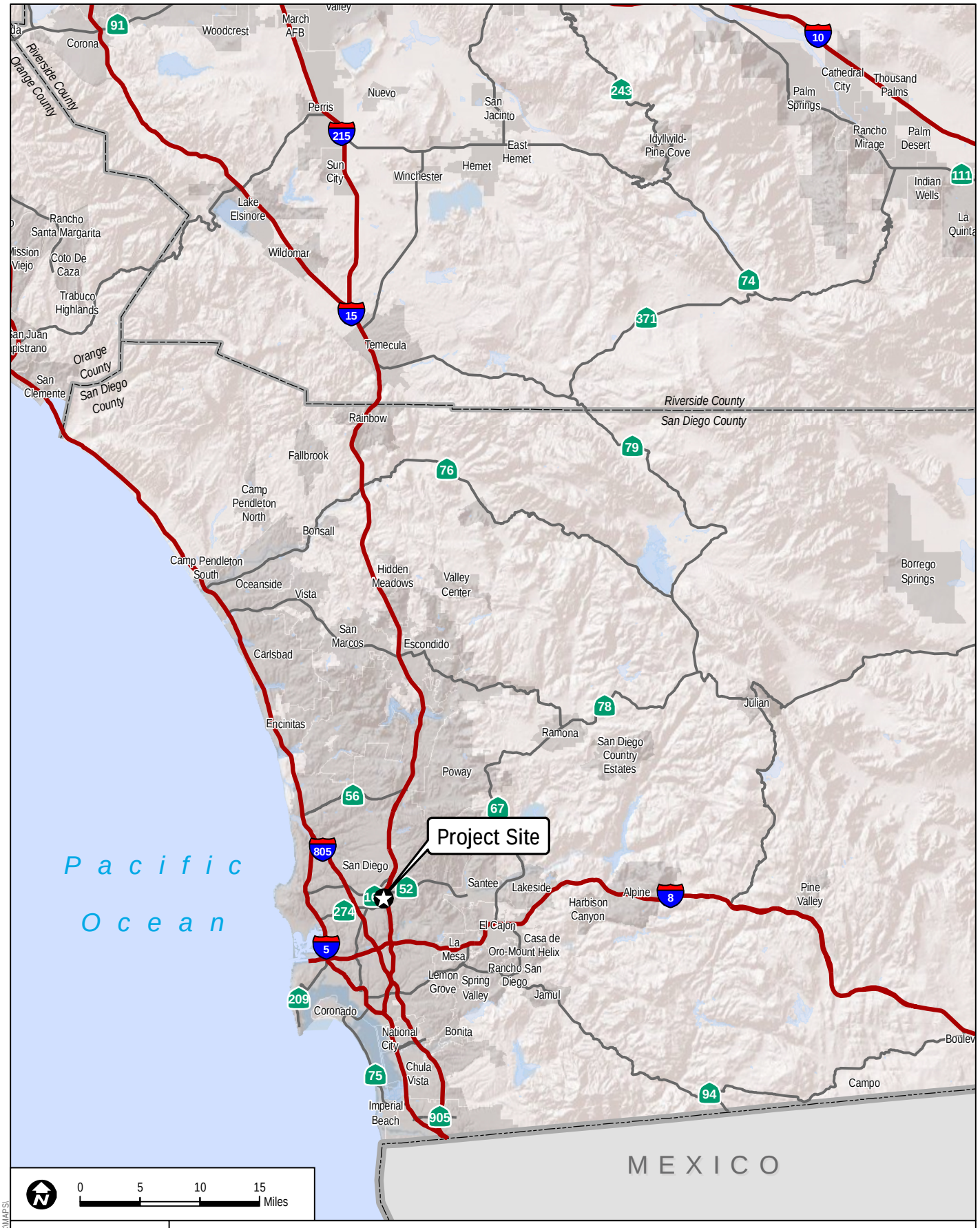
The City will use the EIR and supporting documentation in its decision to issue discretionary permits, including a CUP, PDP, and SDP.

The San Diego Regional Water Quality Control Board (RWQCB) will use the EIR and supporting documentation in its decision to issue water quality permits in accordance with the Porter–Cologne Water Quality Control Act. Permits include a National Pollutant Discharge Elimination System (NPDES) General Construction Activity Storm Water Permit, a Clean Water Act 401 Water Quality Certification, or both.

Additional information regarding City and agency permits and approvals is detailed in *Section 3.3* of this EIR.

1.3 EIR FORMAT

An executive summary of this EIR is provided at the beginning of this document. The summary includes the conclusions of the environmental analysis and a comparative summary of the project with the alternatives analyzed in this EIR. *Chapter 1.0, Introduction,* introduces the project in light of the required environmental review procedures. *Chapter 2.0, Environmental Setting,* describes the project location and physical environmental setting. *Chapter 3.0, Project Description,* provides the project description, the purpose and objectives of the project, required discretionary approvals, and a brief description of project changes in response to environmental issues. *Chapter 4.0, History of Project Changes,* provides a description of changes to the project since it was originally submitted. *Chapter 5.0* consists of the environmental analysis, which examines the potentially significant environmental issues. *Chapter 6.0, Cumulative Impacts,* addresses cumulative impacts. *Chapter 7.0* addresses effects not found to be significant. *Chapter 8.0* addresses other required CEQA topics. *Chapter 9.0, Alternatives,* addresses a reasonable range of project alternatives, and *Chapter 10.0,* includes the project specific *Mitigation, Monitoring and Reporting Program.* The remaining EIR sections and appendices are provided as set forth in the table of contents.



DUDEK

7372-01

FIGURE 1-1

Regional Map

KAISER CENTRAL SAN DIEGO HOSPITAL EIR

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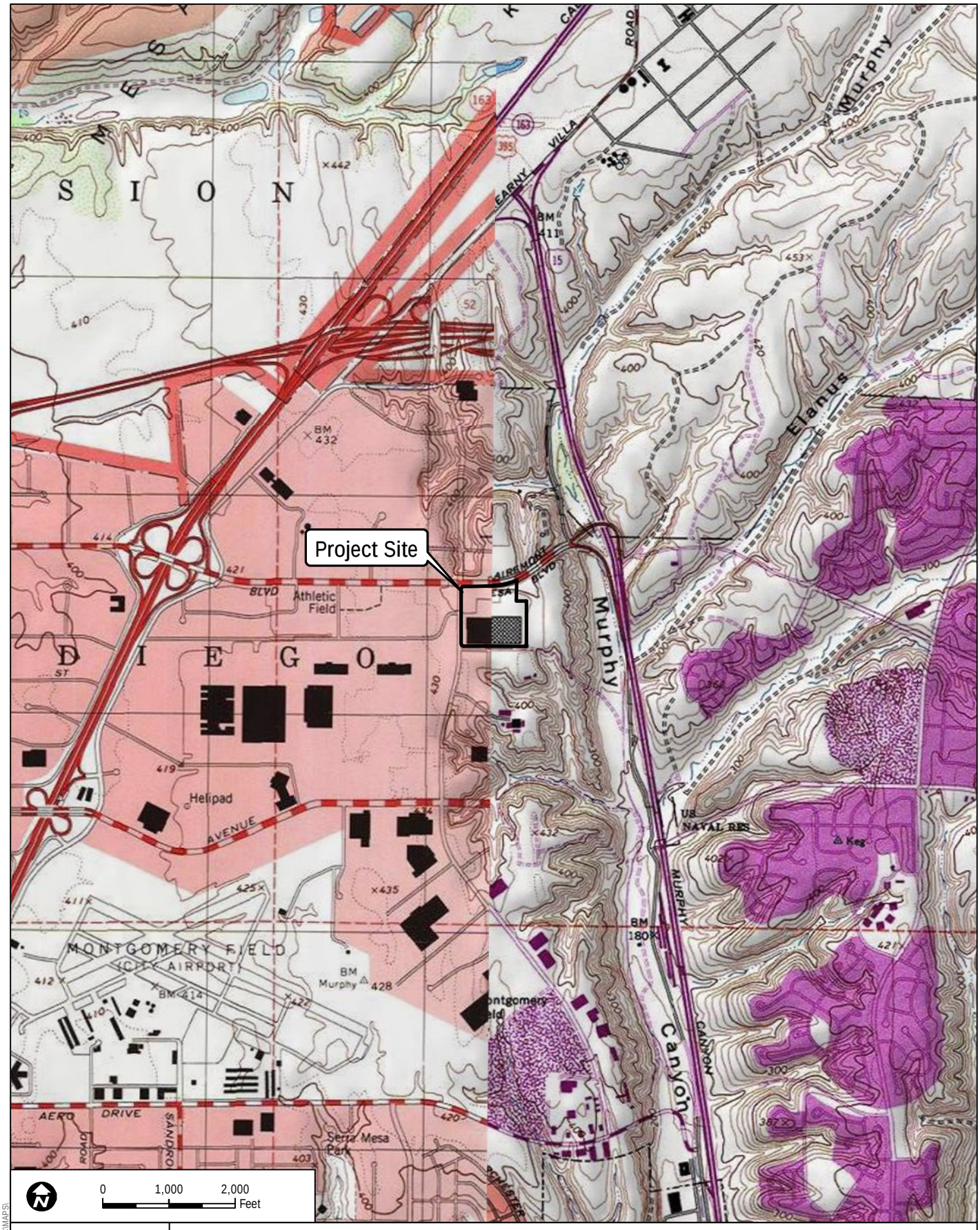

DUDEK

7372-01

SOURCE: USGS topo 7.5-Minute Series Quadrangle

FIGURE 1-2
Vicinity Map

KAISER CENTRAL SAN DIEGO HOSPITAL EIR

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DUDEK

7372-01

SOURCE: Bing

FIGURE 1-3

Aerial Vicinity Map

KAISER CENTRAL SAN DIEGO HOSPITAL EIR

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CHAPTER 2.0 ENVIRONMENTAL SETTING

This chapter provides a description of existing site conditions for the Kaiser Permanente San Diego Central Medical Center project (project) site. The section also provides an overview of the local and regional environmental setting of the project, per Section 15125 of the California Environmental Quality Act (CEQA) Guidelines. More details regarding the setting specifically pertaining to each environmental issue are provided at the beginning of each impact area addressed in *Chapter 5.0, Environmental Analysis,* of this environmental impact report (EIR).

2.1 LOCATION

The project site is centrally located in the City of San Diego (City), within the Kearny Mesa Community Planning Area (see *Figure 1-1, Regional Map*). The Kearny Mesa planning area encompasses approximately 4,000 acres and is located between State Route 52 (SR 52) on the north, Interstate 805 (I-805) on the west, and Interstate 15 (I-15) on the east. The U.S. Marine Corps Air Station Miramar (formerly Naval Air Station Miramar) property abuts Kearny Mesa planning area on the north. More specifically, the project site is located at 5201 Ruffin Road, San Diego, California 92123. The project site comprises Lot 1 of Map No. 4674 (APN 369-121-14). The site is currently developed with surface parking and office buildings (see *Figure 1-2, Vicinity Map).* The project site fronts Clairemont Mesa Boulevard and is bounded by Ruffin Court, Ruffin Road, and the Polinsky Children's Center. The project site is approximately .50 mile northeast of Montgomery Field and approximately 2 miles southeast from Marines Corps Air Station Miramar (MCAS). The project site is surrounded by a mix of light industrial, warehouse, and other commercial uses (see *Figure 1-3, Aerial Photograph*).

2.2 PHYSICAL CHARACTERISTICS

2.2.1 EXISTING ON-SITE USES

The project site is approximately 20 acres of land and has been graded and developed. The site was formerly occupied by the County of San Diego government office building, which included one 337,564-square-foot building and surface parking (see *Figure 1-3, Aerial Photograph*).

2.2.2 EXISTING PHYSICAL SITE CONDITIONS

The project site is currently occupied by warehouse buildings converted into office buildings and two levels of surface parking. The upper parking lot is located north of the existing building. The lower parking lot is approximately 10 feet lower in elevation and situated north of the upper parking lot. The lower parking lot is connected to the upper parking lot by two access ramps. An access driveway loops around the perimeter of the building. The elevation of the site ranges from approximately 408 feet above mean sea level (amsl) at the northern end to approximately 420

feet amsl at the southern end (GEOBASE 2012). Descriptions of additional on-site physical features, such as biological, geologic, cultural, and water resources, are provided in their respective sections of *Chapter 5.0.*

2.3 SURROUNDING LAND USES

The project site is located in an urban setting and is surrounded by existing development and major transportation corridors. As shown in *Figures 1-2* and *1-3*, the site is bordered by Clairemont Mesa Boulevard to the north, Ruffin Court to the south, Ruffin Road to the west, and Polinsky Children's Center to the east. Interstate 15 (I-15) is approximately .28 mile to the east. Surrounding land uses include commercial, office, and light industrial uses to the north; the Polinsky Children's Center (child welfare services and residential care, including education and crisis intervention) and office buildings to the east; restaurants and commercial retail uses to the west; and the Chinese Bilingual Preschool, office buildings, and light industrial/manufacturing uses to the south. Currently, the main entrance to the site is off Ruffin Road on the western portion of the project site.

2.4 APPLICABLE LAND USE PLANS

Section 15125(d) of the CEQA Guidelines requires that a discussion of the inconsistencies between the project and applicable general plans and regional plans be provided. The consistency analysis for the project with applicable plans, policies, and regulations is provided in *Section 5.1*, *Land Use*, of this EIR. The following describes the plans, policies, and regulations that are applicable to the project.

2.4.1 GENERAL PLAN (2008)

The State of California requires each city to have a general plan to guide its future and mandates that the plan be updated periodically to ensure relevance and utility. The City's General Plan was unanimously adopted by the City Council on March 10, 2008. The City's General Plan is a comprehensive, long-term planning document that prescribes overall goals and policies for development within the City. The General Plan builds upon many of the goals and strategies of the previously adopted 1979 General Plan, in addition to offering new policy direction in the areas of urban form, neighborhood character, historic preservation, public facilities, recreation, conservation, mobility, housing affordability, economic prosperity, and equitable development. It recognizes and explains the critical role of the community planning program as the vehicle to tailor the "City of Villages" strategy for each neighborhood. It also outlines the plan amendment process, and other implementation strategies, and considers the continued growth of the City beyond the year 2020. The project site has a General Plan land use category of Institutional & Public and Semi-Public Facilities.

2.4.2 KEARNY MESA COMMUNITY PLAN

The Kearny Mesa Community Plan is the City's statement of policy for the physical development of the community of Kearny Mesa. The Kearny Mesa Community Plan encompasses approximately 4,000 acres and is characterized as an industrially based, regional employment center. Predominately single-family communities surround Kearny Mesa on three sides: Clairemont Mesa and Linda Vista on the west, Serra Mesa on the south, and Tierrasanta on the east. MCAS Miramar property abuts Kearny Mesa on the north (City of San Diego 2011). The project site is currently designated as County Facilities within the community plan and is zoned Light-Industrial (IL-2-1). A detailed analysis of the project's consistency in the context of the applicable elements of the General Plan and Kearny Mesa Community Plan is provided in *Section 5.1* of this EIR.

2.4.3 ZONING

Zoning for the project site is currently designated by the City's Municipal Code as Industrial Light (IL-2-1). The purpose of the IL zones is to provide for a wide range of manufacturing and distribution activities. The IL zones are intended to permit a range of uses, including nonindustrial uses in some instances. The IL-2-1 zone allows a mix of light industrial and office uses with limited commercial (City of San Diego 2012). The IL-2-1 zone would allow for development limitations consistent with the project design.

2.4.4 REGIONAL PLANS

In accordance with Section 15125(d) of the CEQA Guidelines, this environmental setting discussion includes statements relative to conformance with applicable regional plans. In addition to the City's General Plan, the following regional plans are assessed for consistency. These plans are further discussed in *Section 5.1* of this EIR.

Airport Land Use Compatibility Plan

The project site is located within the Airport Land Use Compatibility Overlay Zones for both MCAS Miramar and Montgomery Field, as well as the Airport Influence Area (MCAS Miramar Review Area 2, Montgomery Field Review Area 1 on southwestern corner of property, and Montgomery Field Review Area 2 for remainder of property). The project site is also within the Federal Aviation Administration (FAA) Part 77 Noticing Area, the Montgomery Field Overflight Notification Area, and Montgomery Field Safety Zone 6.

Regional Air Quality Plan

The San Diego Air Pollution Control District (SDAPCD) and San Diego Association of Governments (SANDAG) have jointly developed the San Diego Regional Air Quality Strategy (RAQS) to identify feasible emission control measures to achieve compliance with the state

ozone standard. The RAQS addresses volatile organic compounds (VOCs) and oxides of nitrogen (NO_x), which are the precursors to the photochemical formation of ozone. The last RAQS was initially adopted in 1991 and most recently amended in 2004. The SDAPCD has also developed the San Diego Air Basin's (SDAB's) input to the State Implementation Plan (SIP), which is required under the federal Clean Air Act (CAA) for areas that are in nonattainment of air quality standards. The RAQS relies on information from the California Air Resource Board (CARB) and SANDAG, including mobile area source emissions and information regarding projected growth in the county to project future emissions. The RAQS then determines the strategies necessary for reduction of emissions through regulatory controls. The project would not propose an increase in land use intensity that has not been anticipated in local air quality plans; therefore, the project would be consistent at a regional level with the underlying growth forecasts in the RAQS. See *Section 5.3, Air Quality*, for further details.

Congestion Management Program

As the transportation planning agency for the San Diego region, SANDAG is responsible for preparing and coordinating the implementation of a Congestion Management Program (CMP). The CMP guidelines stipulate that any project development generating 2,400 or more average daily trips, or 200 or more Peak-Hour trips, must be evaluated in accordance with the requirements of the regional CMP. The CMP analysis must include the traffic level of service (LOS) impacts on affected freeways and regionally significant arterial systems, which include all designated CMP roadways. In order to conform to the region's CMP, the local jurisdiction must adopt and implement a land use analysis program to assess impacts of land use decisions on the regional transportation system. The City of San Diego has opted out of the CMP since 2009.

Water Quality Control Plan for the San Diego Basin

The U.S. Environmental Protection Agency (EPA) has delegated responsibility for implementation of portions of the Clean Water Act (CWA) to the State Water Resources Control Board (SWRCB) and the Regional Water Quality Control Boards (RWQCBs), including water quality control planning and control programs, such as the National Pollutant Discharge Elimination System (NPDES) program. The NPDES program is a set of permits designed to implement the CWA that apply to various activities that generate pollutants with potential to impact water quality.

The RWQCB adopted a Water Quality Control Plan (Basin Plan) for the San Diego Basin. This Basin Plan sets forth water quality objectives for constituents that could potentially cause an adverse effect or impact on the beneficial uses of water. The plan is designed to preserve and enhance the quality of water resources in the San Diego region. The purpose of the plan is to designate beneficial uses of the region's surface and ground waters, designate water quality objectives for the reasonable protection of those uses, and establish an implementation plan to achieve the objectives. The Basin Plan incorporates by reference all applicable SWRCB and RWQCB plans and policies.

Projects resulting in discharges, whether to land or water, are subject to Section 13263 of the California Water Code and are required to obtain approval of Waste Discharge Requirements from the RWQCB. During both construction and operation, private and public development projects are required to include stormwater best management practices (BMPs) to reduce pollutants discharged from the project site to the maximum extent practicable. See *Section 5.11, Hydrology/Water Quality*, for further details.

2.5 EMERGENCY SERVICES

Public-safety-related facilities and services (e.g., police, fire, and emergency medical response) are to be provided to ensure service standards are attained for existing development and as development occurs. New facilities are to have good vehicular access and be carefully reviewed for environmental, land use, and aesthetic impacts. Appropriate equipment and staffing should be assigned to the facilities to ensure adequate response to the population and the structure types that may exist in the community. Additional information is provided in *Section 5.13, Public Services and Facilities*.

2.5.1 FIRE PROTECTION AND EMERGENCY MEDICAL SERVICES

The project site would be served by Fire Stations 28 and 39, which are responsible for serving the Kearny Mesa/Montgomery Field area, Tierrasanta, and surrounding areas. Fire Station 39 is located approximately 1.5 miles to the southeast of the project site at 4949 La Cuenta Drive. Fire Station 28 is located at 3880 Kearny Villa Road, approximately 1.8 miles to the southwest of the project site. To provide adequate fire protection, the fire department strives to provide a 7.5-minute first response time to fire and emergency medical service calls in highly populated areas within the City .

Public safety-related facilities and services (e.g., police, fire, and emergency medical response) are to be provided to ensure levels of service standards are attained for existing development and as development occurs. New facilities are to have good vehicular access and be carefully reviewed for environmental, land use, and aesthetic impacts. Appropriate equipment and staffing should be assigned to the facilities to ensure adequate response to the population and the structure types which may exist in the community. Additional information is provided in *Section 5.13, Public Services and Facilities*.

2.5.2 POLICE PROTECTION

The project site is currently served by Beat 313 in the Eastern Division of the San Diego Police Department. The Eastern Division serves a population of 155,892 people and encompasses approximately 47.1 square miles. The closest Eastern Division police station is located approximately 1.33 miles south of the project site at 9225 Aero Drive. The General Plan identifies the Police Facilities Plan as the resource document for police department standards. The Police Facilities Plan establishes a 7-minute average response time as a department goal. Additional information is provided in *Section 5.13, Public Services and Facilities*.

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CHAPTER 3.0 PROJECT DESCRIPTION

This chapter describes the objectives of the Kaiser Permanente San Diego Central Medical Center project (project) and provides a detailed description of project characteristics. This chapter also discusses the discretionary actions required and gives a brief description of the environmental effects that are evaluated in *Chapters 5.0* through *7.0* of this EIR.

3.1 PROJECT BACKGROUND AND OBJECTIVES

Kaiser Foundation Hospitals, a California nonprofit public benefit corporation (Kaiser) proposes the development of a medical center project on approximately 20 acres in the Kearny Mesa planning area within the City of San Diego.

3.1.1 PREVIOUS APPROVALS

The project site is approximately 20 acres of land and has been graded and developed. The site was formerly occupied by the County of San Diego Annex government office building, which included one 337,564-square-foot building and surface parking (see *Figure 1-3, Aerial Photograph*). The building has been the location for the County of San Diego government office building from 1980 to March 2013. The building is estimated to have been constructed in 1960 and was occupied by General Dynamic prior to the County of San Diego's use.

3.1.2 PROJECT OBJECTIVES

The objectives of the project are as follows:

1. Create a comprehensively planned, integrated medical center campus that includes a modern 450-bed Kaiser Permanente hospital (in two phases, 321 beds in Phase I, 129 beds in Phase II), community amenities, and new employment opportunities in San Diego.
2. Provide high-quality health care in new, state-of-the-art inpatient and outpatient facilities for Kaiser Permanente members and central San Diego County by the phased replacement of outmoded existing structures, technology, and equipment in a practical and cost-effective manner.
3. Provide development capacity at the Kaiser Medical Center that would accommodate growth of Kaiser Permanente members requiring inpatient and outpatient health care services within the Central County service area.
4. Provide a variety of services, such as cancer care, imaging, cardiology, obstetrics, pharmacy, labs, and emergency services and medical office space in a central campus-like setting.

3.2 PROJECT CHARACTERISTICS

3.2.1 CALIFORNIA ENVIRONMENTAL QUALITY ACT BASELINE

The baseline for a project is normally the physical condition that exists when the Notice of Preparation (NOP) is published. The NOP for the project was published on July 27, 2012. However, the CEQA Guidelines and applicable case law recognize that the date for establishing an environmental baseline can vary depending on the circumstances of a project. Physical environmental conditions vary over time; thus, the use of environmental baselines that differ from the date of the NOP may be appropriate when conducting the environmental analysis.

For purposes of this EIR, the baseline for traffic, transportation, and parking analysis is June 2011, which was six months prior to the date that existing traffic counts were conducted. For the analysis of all other CEQA topics, the baseline is defined as July 2012, which corresponds to when the NOP was published and the application was deemed complete by the City.

3.2.2 PROJECT COMPONENTS

As shown in *Figure 3-1, Project Site Plan*, buildout of the project site would include a total of 938,981 square feet of hospital campus uses. The project would require demolition of the existing 337,564-square foot building, formerly the County of San Diego government office building. The project is proposed in two phases, as illustrated in *Figure-1, Building Summary*. Phase I would include a 565,000-square foot, 7-story general acute and tertiary care hospital building (Hospital), a 75,000-square-foot outpatient hospital support building (HSB), and a 38,981-square-foot central utility plant (Energy Center). The Hospital would include 321 beds, an outdoor service yard, and a 1,359-stall parking structure in addition to 100 surface parking spaces. Phase II (buildout) would include expansion of the hospital and the construction of new medical offices or other uses. More specifically, Phase II would include expansion of the Hospital by an additional 7-story, 155,000-square foot building to accommodate 129 beds (for a total of 450 beds), a new 105,000-square foot HSB, and a 1,134-stall parking structure (for a total of 2,593 parking spaces). Additional details are described in the following sections.

Table 3-1
Building Summary

Building Type/Use	Building Area (in square feet)	Building Details
Phase I		
Hospital	565,000	7 stories, 321 beds
Outpatient HSB	75,000	6 stories
Energy Center	38,981	—
Parking Structure	—	1,359 parking spaces
Surface Parking		100 parking spaces

Table 3-1
Building Summary

Building Type/Use	Building Area (in square feet)	Building Details
Phase II (build out)		
Hospital Expansion	155,000	7 stories, 129 beds
Medical Offices/Outpatient HSB	105,000	6 stories
Additional Parking	—	1,134 parking spaces
Total	938,981	450 beds, 2,593 parking spaces

Hospital

The Hospital would be a full-service general acute care hospital and would accommodate 450 beds. Phase I would comprise 565,000 square feet and 321 beds. Phase II would include 155,000square feet accommodating an additional 129 beds, for a total of 450 beds. The building would be 7 stories high and approximately 122 feet tall, and would include a rooftop enclosure for mechanical equipment (see *Figure 3-2, Building Elevation – North/South; Figure 3-3, Building Elevation – East;* and *Figure 3-4, Building Elevation – West,* for further detail). In addition to the inpatient nursing functions, the Hospital would include ancillary services, such as medical imaging/radiology, clinical laboratory and blood bank, operating rooms and associated recovery spaces, inpatient pharmacies, and an emergency department which would have associated treatment rooms. The Hospital would also include administrative offices and conference rooms, as well as general building support departments such as environmental and material services, cafeteria and inpatient food services, communication, linen, and biomedical engineering.

Sustainable goals are set to ensure that the Hospital building would be certified LEED Gold. The project would be developed to embrace technology and the environment, as well as incorporate reduced energy demand systems (solar, thermal insulation), utilization of rainwater, recycling of waste, utilize systems with energy recovery options, prefabrication elements across the project to minimize waste, and consideration of local materials for both landscape and construction.

Structured parking, with preferred parking for fuel-efficient vehicles, would eliminate the heat island effect of surface parking and encourage the use of alternative fuel vehicles. The site would be engineered to reduce runoff and improve the quality of the runoff that does enter the stormwater system. The site would also be restored with native, low-water-use planting and maximum open space to provide healing gardens and outdoor event space for the patients and community.

In addition, low-flow fixtures and water-efficient medical and mechanical equipment, as well as metering for measurement and verification, would be used to conserve water in the Hospital.

Hospital Support Building (HSB)

The HSB would be two buildings (180,000 square feet) located immediately adjacent to and connected to the Hospital building. Phase I would include a 75,000-square foot building and Phase II would provide an additional 105,000 square feet. The building would be 7 stories high and approximately 98 feet to the proposed parapet; see *Figure 3-2*, *Figure 3-3*, and *Figure 3-4* for building elevations. The HSB would provide outpatient clinical departments including physician offices, exam and treatment rooms, imaging/radiology, pharmacies, and additional administrative offices. The HSB would also provide member services departments including a business office, health education, and conference rooms.

Energy Center

The 38,981-square-foot Energy Center, emergency generator, bulk oxygen and cooling tower yards are included in Phase I and would serve both the Hospital and HSB. The building would be 3 stories high, of which 2 would be located below grade and approximately 62 feet tall (42 feet above grade) including a rooftop enclosure for mechanical equipment; see *Figure 3-2*, *Figure 3-3*, and *Figure 3-4* for building elevations. The Energy Center would contain all of the major mechanical and electrical equipment for project. Major equipment would include electric-centrifugal water cooler chillers located on the first floor, open cooling towers located in the cooling tower yard, hot water boilers and steam boilers co-located on the third floor, an absorption chiller connected to the emergency/standby power, microturbines to serve the chilled water process and produce electricity, and microturbines located on the roof to serve the hot water system and produce electricity.

Accessory equipment would include cold water pumps and heat and power (CHP) pumps co-located with the water cooler chillers on the first floor, fan coil units to serve the water treatment and elevator equipment rooms, variable air volume units located on all floors, constant air volume units located on the first floor, air handling units and supply/exhaust fans located in the cooling tower yard, condenser water feed systems to serve the water treatment room, sup filters located in the cooling tower yard to serve the cooling towers, hot water pumps and high-pressure water-jet propulsion system (HWPS) pumps co-located with the hot water boilers on the third floor, a feed water deaerator and shell and tube heat exchanger located in the boiler room, and gas packs co-located with microturbines located on the roof. The Energy Center would also contain the offices and shops for the facilities services (engineering) department. The Energy Center would be operational with the opening of the hospital.

South of the Energy Center, a San Diego Electric and Gas (SDG&E) yard would be constructed to provide space for the necessary equipment to allow SDG&E to service the hospital. The yard would be approximately 39 feet by 41 feet (or 1,600 square feet) and would be a fully enclosed exterior structure with a wall height of approximately 18 feet.

Parking Facilities

A total of 2,593 parking spaces are proposed, in the form of two parking structures and surface parking. Parking in Phase I includes a 6-story parking structure that would provide 1,359 spaces and 100 surface parking spaces, for a total of 1,459 parking spaces provided in Phase I (see *Figure 3-2* and *Figure 3-3* for building elevations). Parking for Phase II (buildout) would include an additional 7-story structure that would provide 1,134 additional spaces, for a total of 2,593 structured and surface parking spaces. Parking would exceed the City's Municipal Code Section 142.0520, which requires a parking ratio of 2 parking spaces per hospital bed (or 900 spaces minimum) and 4 parking spaces per 1,000 square feet of medical office building (MOB/HSB, or 720 spaces minimum). The project would also provide secure bike racks and storage facilities on site to encourage bicycle use as an alternative means of transportation. A summary of the parking provided by the project is included below in *Table 3-2, Parking Summary.*

Table 3-2
Parking Summary

Description	City of San Diego Rates [a]	Phase I (2017)		Phase 2 (2030)		Total Parking Spaces
		Size	*Spaces*	*Size*	*Spaces*	
Minimum Parking Required						
Hospital						
Vehicle	2 spaces per bed	321 Beds	642	129 Beds	258	900
Accessible	2 % of Auto Minimum	642 Spaces	13	258 Spaces	5	18
Bicycle	2 % of Auto Minimum	642 Spaces	13	258 Spaces	5	18
Motorcycle	2 % of Auto Minimum	642 Spaces	13	258 Spaces	5	18
Medical Office Building						
Vehicle	4 spaces per KSF [b]	75 KSF	300	105 KSF [b]	420	720
Accessible	2 % of Auto Minimum [c]	300 Spaces	6	420 Spaces	8	14
Bicycle	3 % of Auto Minimum	300 Spaces	9	420 Spaces	13	22
Motorcycle [b]	2 % of Auto Minimum	300 Spaces	6	420 Spaces	8	14
Total Minimum Parking Required						
Vehicle			942		678	1,620
Accessible			19		13	32
Bicycle			22		18	40
Motorcycle			19		13	32
Parking Proposed						
Vehicle			1,459		1,134	2,593
Accessible			60		93	153

Table 3-2
Parking Summary

Description	City of San Diego Rates [a]	Phase I (2017)		Phase 2 (2030)		Total Parking Spaces
		Size	*Spaces*	*Size*	*Spaces*	
Bicycle			29		23	52
Motorcycle			29		23	52
Excess Vehicle Parking Available			517		456	973

Source: LLG 2013

Footnotes:

a. Minimum parking requirement obtained from Table 142-05G, Chapter 14: General Regulations, San Diego Municipal Code.
b. KSF - 1,000 square feet.
c. 2% of required vehicular spaces, 300 spaces in Phase 1 and 420 spaces in Phase 2 (see required minimum spaces for Medical Office Building.

Access/Road Improvements

The project is located at the southeastern intersection of Ruffin Road and Clairemont Mesa Boulevard, and is bound by Ruffin Court to the south. Currently, a right-in/right-out only access is located approximately 330 feet east of Ruffin Road on Clairemont Mesa Boulevard. A 130-foot long eastbound right-turn lane is provided at this driveway. Access to the project site is also currently provided by two driveways along Ruffin Road and one driveway on Ruffin Court located at the southeastern boundary of the site.

The project proposes to close the existing access point on Clairemont Mesa Boulevard and instead provide a warranted signalized access approximately 760 feet east of Ruffin Road on Clairemont Mesa Boulevard (see *Figure 3-1*). One outbound left-turn lane and two outbound right-turn lanes are proposed at this driveway.

For access from Ruffin Road, a driveway is proposed approximately 540 feet south of Clairemont Mesa Boulevard. This driveway would provide right-in/right-out only access on Ruffin Road for ambulance access and access to the emergency room. Patients and ambulances would access the emergency entry from Ruffin Road.

Along Ruffin Court, the existing access is proposed to be maintained for full access. The existing access driveway on Ruffin Court is proposed to provide direct access to the proposed parking structure and to continue to provide mutual access to the Polinsky Children's Center. A second access driveway is located west of the existing access and would provide direct access to the parking structure. A third access driveway on Ruffin Court, located west of HSB, would provide access exclusively to loading docks, the SDG&E yard and the tech docks for

use by delivery trucks only. A sign restricting access to all vehicles except delivery and other trucks would be posted at the driveway.

In summary, a total of five access points are proposed for the project site including one full signalized access on Clairemont Mesa Boulevard, one right-in/right out driveway on Ruffin Road for access to the emergency department only, and three access driveways on Ruffin Court (one for delivery only, and two for public access).

Off-Site Road Improvements

The project would include frontage street improvements. In order to provide the full signalized access on Clairemont Mesa Boulevard, as described above, widening along the south side of Clairemont Mesa Boulevard is required, as shown conceptually on *Figure 1-4, Site Plan*.

In addition, a storm drain located to the east of the project site, just south of Clairemont Mesa Boulevard, requires modifications. The existing off-site brow ditch and type F inlet would be removed and replaced with a reinforced concrete pipe and manhole/cleanout structure to accommodate the road widening of Clairemont Mesa Boulevard.

Retaining Walls

Retaining walls are proposed for the project along Clairemont Mesa Boulevard. The retaining walls are necessary to create enough adequate area needed for the proposed road widening. A two-tier retaining wall system would be located along the project's frontage (on the south side of Clairemont Mesa Boulevard), commencing at the project's eastern boundary and terminating easterly in the vicinity of Murphy Canyon Road. The two-tier retaining wall system would be situated in existing slope area located between the southerly Clairemont Mesa Boulevard right-of-way and existing Polinsky Children's Center ball field. The length of the bottom tier is 810 linear feet and the top tier is 440 linear feet. Each tier of the retaining wall system would measure up to 23 feet high, with an approximate visible height of 20 feet. Landscaping would be installed at the bottom and top of the two-tier retaining wall system. Visual simulations of these walls are shown in *Figures 5.10-5* and *Figure 5.10-6.*

There is also a proposed 115-linear-foot retaining wall located directly south of a proposed bus stop on Clairemont Mesa Boulevard. The height would be a maximum of 5 feet.

Landscape

The conceptual landscape plan for the project is shown in *Figure 3-5, Landscape Plan.* The project has been designed to integrate site buildings with landscape, effectively blending the exterior landscape with the hospital public spaces. The landscape plan includes social spaces, relaxing gardens and garden terraces for integration between the interior and exterior environments. The proposed outdoor spaces are conducive for multiple uses, such as small group gatherings, weekly

farmer's market, outdoor café seating areas, event spaces, and quiet gardens and park-like areas for relaxation. Circulation clearly separates pedestrian and vehicular paths. Transit use is encouraged with a direct pedestrian path from Clairemont Mesa Boulevard transit routes to the hospital.

The landscape design concept is based on topography and regional context. There are three distinct landscape types on the project site, described as follows:

Canyon Slope: This is the primary visitor area at the northeast area of the project site, which represents the region's canyon landscape and is part of the natural topography of Murphy Canyon. Plantings in this area include sycamores and cottonwood trees, and drought-tolerant plants of native and Mediterranean shrubs and groundcover. The slope includes bio-retention areas and riparian plantings. Hardscape includes stone clad walls, concrete walkways, and decomposed granite pathways. Amenities include walking and jogging areas and overlooks with seating.

Mesa Garden: The Mesa Garden landscape extends from the northwestern corner to the southeastern corner, across the center of the project site. A pedestrian-oriented garden connects parking with the main Hospital entry. Plantings include native and adapted vegetation. An evergreen canopy creates the framework with deciduous and flowering trees and smaller trees to provide visual interest. Hardscape includes porous paving for stormwater retention, as well as concrete and decomposed granite walkways. A café garden, center garden/market area, several small gardens, and a staff garden are all located here. Three water features using recycled water are incorporated into the garden areas.

Foothill Screen: The Foothill Screen landscape is located at the southwestern corner of the site and is comprised of landscape berms and evergreen plantings for screening the services areas. Walls and structures within the service areas would be planted with vines. Hardscape includes natural gray concrete.

3.2.3 CONSTRUCTION

Construction of the project is anticipated to commence in Winter 2014, with Phase I to be completed by Spring 2017. Buildout is expected to be completed between by January 1, 2025, and January 2, 2030. The project includes the following distinct components.

Phase I—Hospital, HSB, Energy Center, and Parking

Construction would likely commence in Winter 2014, after the issuance of discretionary permits by the City upon the completion of entitlements. Initial site work would include the construction of additional entrances to the site with associated street and signal improvements, modifications to the current site improvements (including modifications to the current storm drainage system

and potential soils remediation of unidentified fill), major excavation and grading for the Hospital site, and completion of the site improvements to meet the requirements of the City of San Diego, Office of Statewide Health Planning and Delivery, and California Department of Transportation (Caltrans), as applicable.

Licensing and move-in at the Hospital is expected to occur in the Spring of 2017. The HSB is expected to be completed as a part of Phase I along the same time frame. The Energy Center would be operational with the opening of the HSB.

Phase II—Buildout

Future development capacity for additional integrated nursing wings, additional diagnostic and treatment space, medical specialty buildings, ancillary commercial/retail, and if needed, additional parking structures would be included in buildout of the project. Future development capacity would allow Kaiser to address incorporation of new technologies in the area of health care delivery, medical treatments, energy conservation, waste handling, and other as yet unknown or unplanned techniques and would be implemented as feasible and appropriate.

The precise timing, order, and rate of development would be at Kaiser's discretion, and these decisions may depend upon factors not within the control of Kaiser, such as changes in health care delivery requirements, member needs, market orientation and demand, interest rates, competition, and other similar factors. The outpatient medical services buildings and inpatient hospital would be sized, designed, and constructed to meet the health care delivery requirements of Kaiser Permanente and may be smaller than the buildings described in this project description, and may be a mix of the uses contemplated for buildout.

3.2.4 PROJECT DESIGN FEATURES AND CONSTRUCTION MEASURES

The applicant has incorporated project design features and construction measures into the project. Construction would be performed by qualified contractors, and contract documents, plans, and specifications would incorporate stipulations regarding standard legal requirements and acceptable construction practices, including, but not limited to, traffic control during construction activities; noise; geologic conditions; drainage and water quality improvements; water quality protection and erosion and sedimentation control; construction-related solid waste; and water supply. The project would be designed in accordance with the State of California Building Code and Municipal Code requirements. These measures are included in *Table 3-3, Summary of Project Design Features and Construction Measures*, and are referenced throughout the impact discussions in *Chapter 5.0, Environmental Analysis*, of this EIR.

Table 3-3
Summary of Project Design Features and Construction Measures

Subject Area	Design Feature or Construction Measure
Traffic Control During Construction Activities	The applicant would prepare a traffic control plan that would specifically address construction traffic within the City's public rights-of-way. The traffic control plan would include provisions for construction times and for allowance of bicyclists, pedestrians, and bus access throughout construction. This traffic control plan would also include provisions to ensure emergency vehicle passage at all times, would include signage and flagmen when necessary, and would be approved by the City Engineer in advance of construction.
Noise	Prior to grading permit issuance, the applicant shall ensure that: • All construction equipment, fixed or mobile, shall be equipped with properly operating and maintained mufflers. • Construction noise reduction methods such as shutting off idling equipment, maximizing the distance between construction equipment staging areas and occupied sensitive receptor areas, and use of electric air compressors and similar power tools, rather than diesel equipment, shall be used where feasible. • Implement noise attenuation measures, which may include, but are not limited to, temporary noise barriers or noise blankets around stationary construction noise sources. • During construction, stationary construction equipment shall be placed such that emitted noise is directed away from or shielded from sensitive receptors. • During construction, stockpiling and vehicle staging areas shall be located as far as practical from noise sensitive receptors. • Construction hours, allowable workdays, and the phone number of the job superintendent shall be clearly posted at all construction entrances to allow surrounding property owners and residents to contact the job superintendent if necessary. In the event the City receives a complaint, appropriate corrective actions shall be implemented and a report of the action provided to the reporting party. • The applicant will construct a minimum 22-foot high noise barrier around the north and west sides of the cooling tower yard to reduce noise. The noise barrier could consist of a masonry sound wall, berm or manufactured noise barrier panels and shall be constructed as a solid, continuous structure (i.e. no openings). Noise barrier panels should have a minimum manufacturer's STC 30 rating, or equivalent. The ends of the cooling towers will face the western property boundary.
Biological Resources	If construction activities are to take place during the combined bird breeding season (*i.e.*, February 15 through August 31 for most bird species; and January 1 through August 31 for raptors), a one-time biological survey for nesting bird species, including raptors, shall be conducted within 72 hours prior to construction to identify any active nesting. If occupied nests are present within 500 feet of the construction area, an appropriate buffer area around the nest shall be established and maintained until the juvenile birds have fledged.
Geologic Conditions	The Site Development Recommendations, Foundation Recommendations, Pavement Recommendations, and Recommendations for Additional Work as stated in the Geotechnical Reports prepared by GEOBASE Inc. March 2012 and December 2012 and Letter Reports prepared by GEOBASE Inc. in July 2012 and February 2013 (*Appendix G*) shall be adhered to for construction of the project.
Drainage and Water Quality Improvements	The project design includes the following best management practices (BMPs) to improve overall site permeability and reduce off-site drainage flow: • Landscape areas • Bioretention • Porous pavement • Trash enclosures would utilize lids and roofs would be provided to minimize contact with stormwater

Table 3-3
Summary of Project Design Features and Construction Measures

Subject Area	Design Feature or Construction Measure
	• Bioretention areas, parking lots, and trash pickup would be maintained as part of the ongoing landscaping maintenance costs.
Glazing	The project applicant shall install windows that possess less than 30% reflectance to ensure that reflective light from the project does not cause a safety hazard to surrounding motorists or air traffic, and to reduce the potential for bird strikes with the glass.
Water Quality Protection and Erosion and Sedimentation Control	In compliance with the National Pollution Discharge Elimination System (NPDES), the applicant would prepare a stormwater pollution prevention plan (SWPPP) that specifies BMPs to be implemented during project construction to prevent pollutants from contacting stormwater and control erosion and sedimentation. The SWPPP would be prepared and submitted to the Regional Water Quality Control Board (RWQCB) for review and approval prior to the start of construction.
Water Supply	Varying low-water plant palettes are used across the site. Specific goals for water supply reduction and LEED certification are: • Low water use, integrated pest management • Native and adapted vegetation, creating habitat value • Low heat island effect • Permeable pavement • Stormwater management • Recycled irrigation water.
Health and Safety	A Hazardous Substance Management, Handling, Storage, Disposal, and Emergency Response Plan shall prepared and implemented during construction to ensure adherence to the construction specifications and applicable regulations regarding hazardous materials and hazardous waste, including disposal, and to ensure that construction of the project would not create a significant hazard to the public or the environment.
	Demolition plans and contract specifications shall incorporate any necessary abatement measures in compliance with the Metallic Discards Act of 1991 (Public Resource Sections 42160–42185), particularly Section 42175, Materials Requiring Special Handling for the removal of mercury switches, PCB-containing ballasts, and refrigerants.
	In the event that site-grading activities will encounter evidence of contamination or other environmental concerns, a Hazardous Materials Contingency Plan shall be followed during excavation at the subject property. The plan should 1) specify measures to be taken to protect worker and public health and safety and 2) specify measures to be taken to identify, manage, and remediate wastes. The plan should include the following: • Identification of the known former soil contamination areas • Information on how to identify suspected contaminated soil • Procedures for temporary cessation of construction activity and evaluation of the level of environmental concern • Procedures for limiting access to the contaminated area to properly trained personnel • Procedures for notification and reporting, including internal management and local agencies (fire department, Department of Environmental Health (DEH), Air Pollution Control District (APCD), etc.), as needed • A worker health and safety plan for excavation of contaminated soil • Procedures for characterizing and managing excavated soils • Procedures for certification of completion of remediation.
	A Hazardous Materials Business Plan shall be prepared and submitted to the San Diego County DEH. The Hazardous Materials Business Plan shall contain information on the location, type, quantity, and health risks of hazardous materials stored and used on the site. Within the Hazardous Materials Business Plan, the applicant shall prepare a chemical inventory for all hazardous materials or waste stored in quantities greater than or equal to 500 pounds of a solid, 55 gallons of a

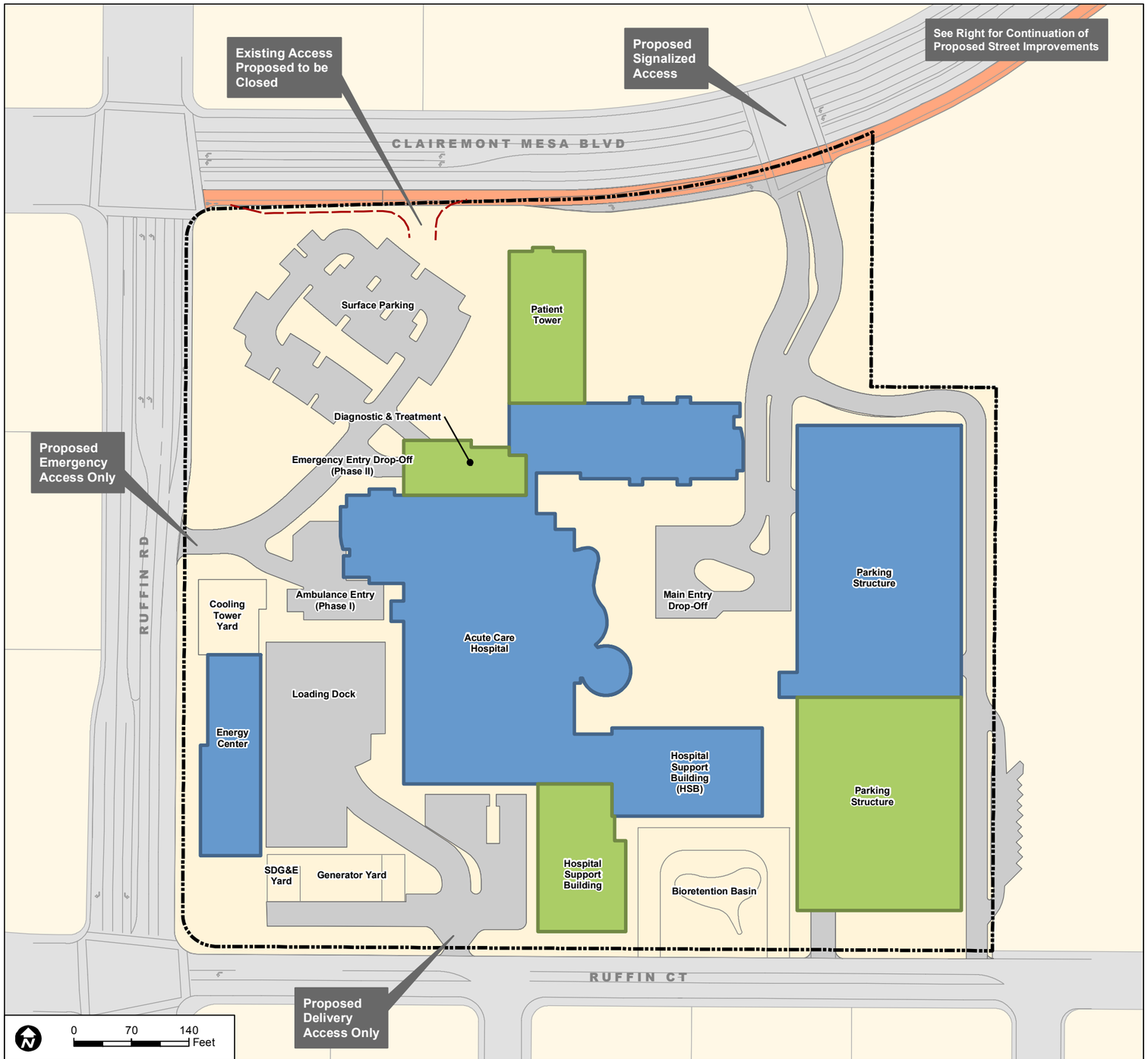
Table 3-3
Summary of Project Design Features and Construction Measures

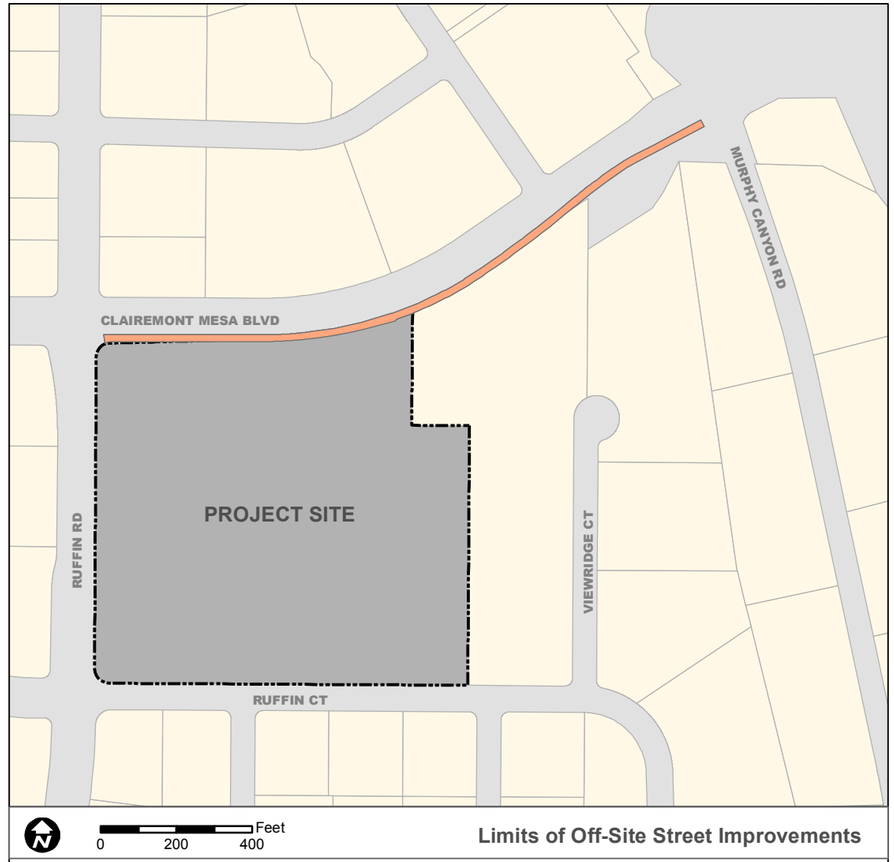
Subject Area	Design Feature or Construction Measure
	liquid, 200 cubic feet of a compressed gas, highly toxic gases of any amount, and extremely hazardous substances stored in quantities greater than threshold amounts.
	Transportation of hazardous materials shall comply with all U.S. Department of Transportation (DOT), Caltrans, U.S. Environmental Protection Agency (EPA), Department of Toxic Substances Control (DTSC), California Highway Patrol, and California State Fire Marshal regulations.
	During construction activities for associated road improvements along Clairemont Mesa Boulevard, at least one traffic lane in each direction shall remain open. Additionally, public safety and emergency response personnel servicing the area shall be notified of the construction schedule and any potential traffic delays.

3.3 DISCRETIONARY ACTIONS

The required discretionary approvals include a CUP, PDP, and a Site Development Permit (SDP). A CUP would allow for hospital use within the Light–Industrial IL-2-1 zone, and a PDP would enable the project to exceed the maximum .50 Floor Area Ratio (FAR) allowed within the Kearny Mesa Community Plan (up to 1.00 FAR) and to exceed the allowable retaining wall height. A SDP would allow for development of the site, which contains environmentally sensitive lands along the slopes, on- and off-site, adjacent to Clairemont Mesa Boulevard.

The City would use this EIR and supporting documentation in its decision to approve the required discretionary permits, as described previously. The San Diego RWQCB would use the EIR and supporting documentation in its decision to issue water quality permits in accordance with the Porter-Cologne Water Quality Control Act. Permits may include a NPDES General Construction Activity Stormwater Permit, as well as Authorities to Construct and Permits to Operate from the San Diego APCD for boilers, thermal fluid heaters, and emergency generators in the Energy Center.





Legend

- Project Site
- Proposed Phase I Buildings/Structures
- Proposed Phase II Buildings/Structures
- Proposed Eastbound 3rd Lane Street Improvements

SOURCE: CO ARCHITECTS 2012

FIGURE 3-1

Project Site Plan

DUDEK

7372-01

KAISER CENTRAL SAN DIEGO HOSPITAL EIR

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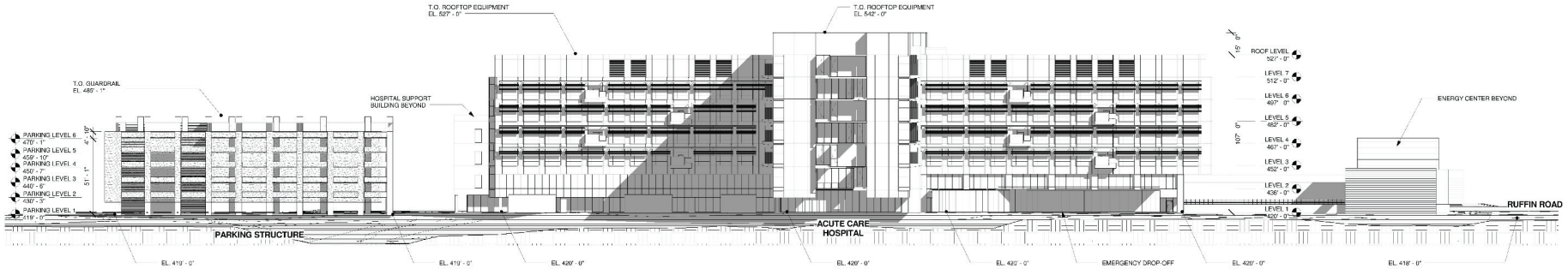

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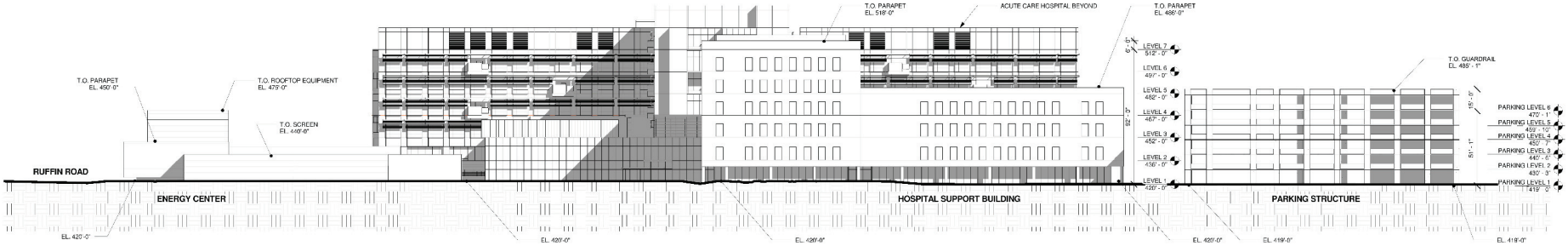

2 SOUTH ELEVATION

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SOURCE: CO Architects 2012

FIGURE 3-2

Building Elevation - North/South

KAISER CENTRAL SAN DIEGO HOSPITAL EIR

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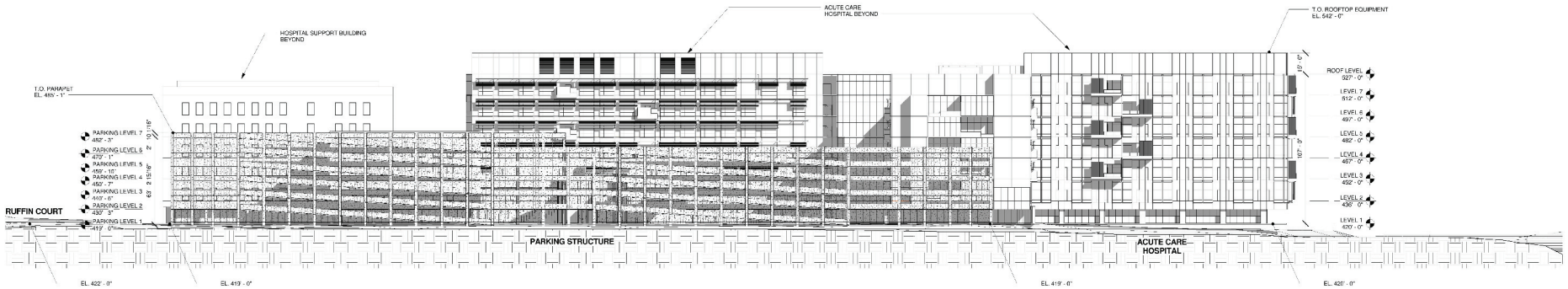
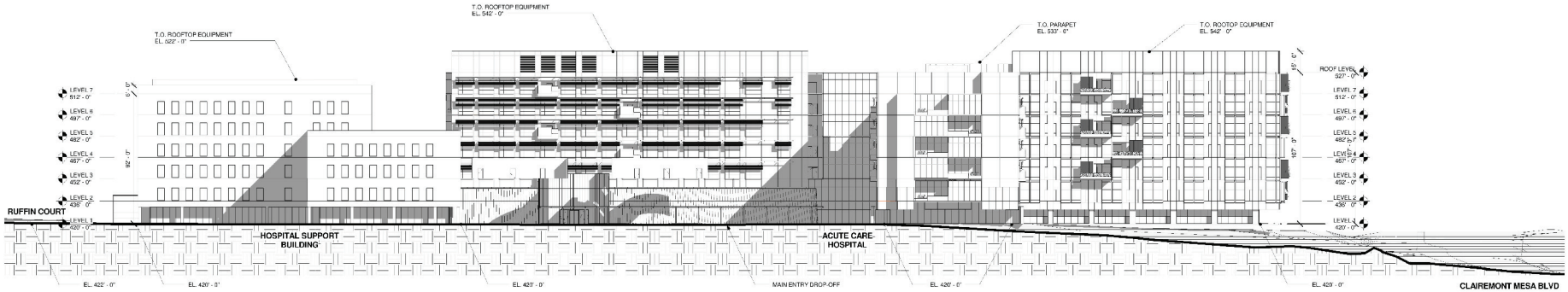


1 EAST ELEVATION SHOWING PARKING STRUCTURE



2 EAST ELEVATION

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SOURCE: CO Architects 2012

FIGURE 3-3

Building Elevation - East

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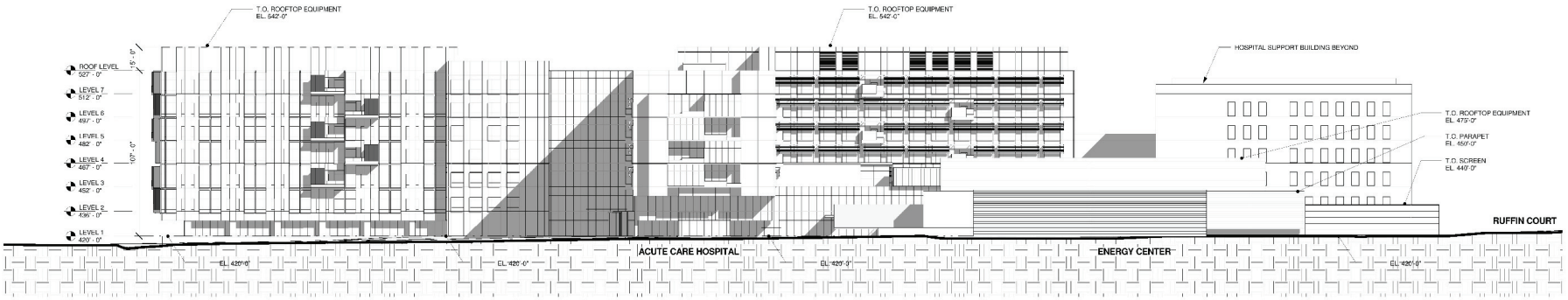
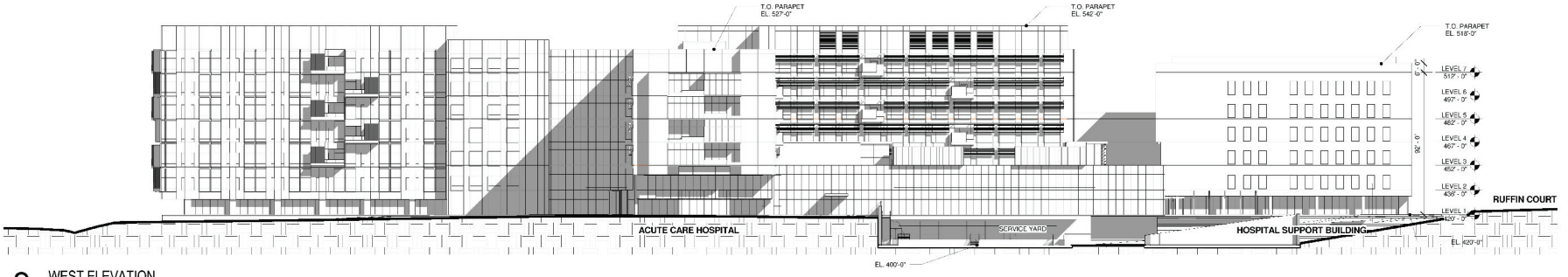


1 WEST ELEVATION WITH ENERGY CENTER



2 WEST ELEVATION

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SOURCE: CO Architects 2012

FIGURE 3-4

Building Elevation - West

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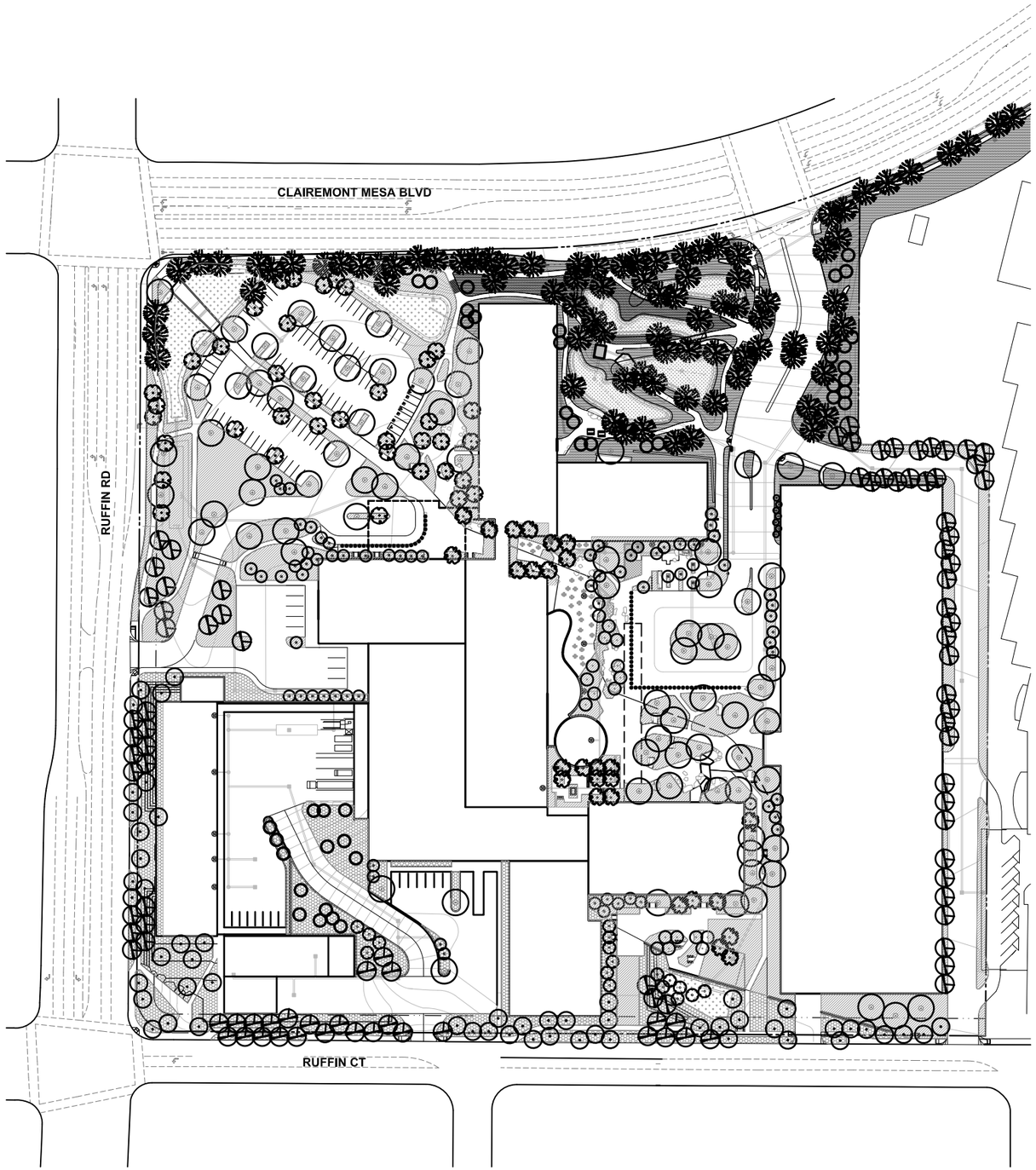

KAISER HOSPITAL

ON GRADE

PLANT LEGEND

FOOTHILLS SCREEN

SYMBOL	BOTANICAL NAME	COMMON NAME
LARGE SCREEN TREES SUCH AS:		
	PINUS ELDARICA	AFGHAN PINE
	PINUS HALEPENSIS	ALEPPO PINE
	PINUS TORREYANA	TORREY PINE
ACCENT SMALL TREE SUCH AS:		
	ARBUTUS UNEDO	STRAWBERRY TREE
	HERTEROMELES ARBUTIFOLIA	TOYON
	PARKINSONIA ACCULEATA	JERUSALEM THORN
ACCENT DECIDUOUS TREE SUCH AS:		
	CHIONANTHUS VIRGINCUS	WHITE FRINGE TREE
	FRAXINUS OXYCARPA	RAYWOOD ASH
	KOELREUTERIA PANICULATA	GOLDEN RAIN

MESA GARDEN

SYMBOL	BOTANICAL NAME	COMMON NAME
LARGE EVERGREEN TREES SUCH AS:		
	QUERCUS AGRIFOLIA	COAST LIVE OAK
	QUERCUS ENGELMANNII	MESA OAK
	QUERCUS ILEX	HOLLY OAK
ACCENT SMALL TREES SUCH AS:		
	ACACIA CULTRIFORMUS	KNIFELEAF ACACIA
	ARBUTUS 'MARINA'	MARINA MANDRONE
	HERTEROMELES ARBUTIFOLIA	TOYON
	LYONOTHAMNUS FLORIBUNDUS	CATALINA IRONWOOD
ACCENT FLOWERING TREES OR BAMBOO SUCH AS:		
	CERCIDIUM 'DESERT MUSEUM'	DESERT MUSEUM PALO VERDE
	CERCIS CANADENSIS	EASTERN REDBUD
	TABEBUIA IMPETIGINOSA	PINK TRUMPET TREE
	TEXTILUS GRACILIS	BAMBOO
MEDIUM ACCENT TREES SUCH AS:		
	CHILOPSIS LINEARIS	DESERT WILLOW
	CHITALPA 'PINK DAWN'	PINK DAWN CHITALPA
	LAGERSTROEMIA INDICA	CRAPEMYRTLE
	LAURUS NOBILIS	SWEET BAY
	OLEA SPP.	OLIVE
	PARKINSONIA ACCULEATA	JERUSALEM THORN

CANYON SLOPE

SYMBOL	BOTANICAL NAME	COMMON NAME
DECIDUOUS CANOPY TREES SUCH AS:		
	ALNUS RHOMBIFOLIA	WHITE ALDER
	PLATANUS RACEMOSA	CALIFORNIA SYCAMORE
	POPULUS SARENTII	COTTONWOOD
	QUERCUS AGRIFOLIA	COAST LIVE OAK
	UMBELLULARIA CALIFORNICA	CALIFORNIA BAY LAUREL TREE
EVERGREEN TREES SUCH AS:		
	HERTEROMELES ARBUTIFOLIA	TOYON
	LYONOTHAMNUS FLORIBUNDUS	CATALINA IRONWOOD

FOOTHILLS SCREEN SHRUB PLANTING

MESA GARDEN SHRUB PLANTING

CANYON SLOPE SHRUB PLANTING

CANYON BASIN SHRUB PLANTING

SETBACK

ROGHT-OF-WAY / PROPERTY LINE

NOTE:
TOTAL STREET TREE COUNT AND PLACEMENT IS INTENDED TO MEET THE OBJECTIVES OF SDMC 142.0409 AND 142.0610BY AVERAGING THE EQUIVALENT OF 30' ON CENTER SPACING FOR EACH STREET FRONTAGE WITHIN 20' OF THE CURB..

DUDEK

7372-01

SOURCE: CO ARCHITECTS 2012

FIGURE 3-5
Conceptual Landscape Plan

KAISER CENTRAL SAN DIEGO HOSPITAL EIR

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CHAPTER 4.0 HISTORY OF PROJECT CHANGES

The project was originally submitted to the City in May 2012 and was comprised of a 720,000-square-foot, 450-bed acute care hospital; a 180,000-square-foot hospital support building housing ambulatory, clinical, and administrative functions; a 36,000-square-foot energy center; a 2,200-stall parking structure; and associated site improvements (hardscape, driveway access, retaining walls, and landscaping).

Since then, the project remains as described in *Section 3.2*, except that the project design has been revised to move the cooling towers from the roof of the Energy Center to a cooling tower yard located adjacent to the Energy Center.

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